September, 1956

50 Cents

Yachting

POWER AND SAIL

Introducing "OUTBOARD YACHTING" *A New Feature*

A FAMILY BOATBUILDING PROJECT ☆ AROUND THE OUTER ISLANDS

AUTOMATIC PILOTS ☆ RACE WEEKS ☆ THE MACKINACS

DREAMSHIP! . . . *the spectacular Lark "Sportster"! A gifted designer's concept of a hull to fittingly complement the dramatic beauty and brilliant performance of Evinrude's premier model, the fabulous new Lark. From coast to coast this is the motor being chosen for smartest runabouts of every make. See your Evinrude dealer. Look for his name under "Outboard Motors" in your phone book. Catalog free.* **EVINRUDE MOTORS,** *4354 N. 27th St., Milwaukee 16, Wisconsin.*

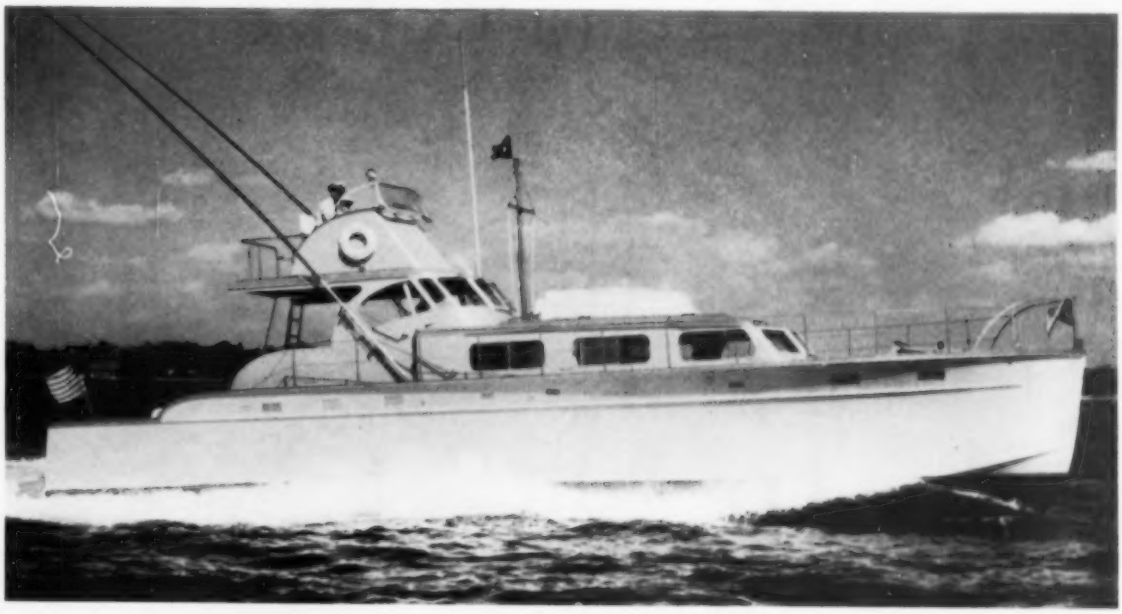
the Lark

by

Evinrude

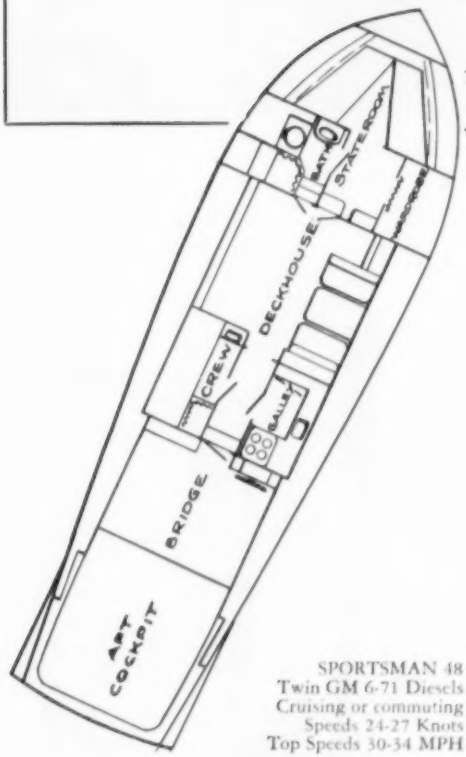
pioneers in *quiet* outboard motors

A Division of Outboard Marine Corporation • In Canada, Manufactured by Evinrude Motors, Peterborough



FAIRFORM FLYER

Sportsman 48



SPORTSMAN 48
Twin GM 6-71 Diesels
Cruising or commuting
Speeds 24-27 Knots
Top Speeds 30-34 MPH

An offshore sports fisherman —— a commuter that runs railroad time schedules —— a cruiser with the comforts of home away from home. That's the new Sportsman 48, with a most unique arrangement for owner and crew livability.

Owner's quarters are most comfortably arranged, adjoining a spacious Deckhouse with optional folding Berth and convertible Dinette. Centrally located Galley serves Deckhouse or outdoors with minimum effort. Crew quarters, convenient to the Bridge, are non-interfering with owner privacy. Bridge is amply large to accommodate twin outdoor Lounge-Berths. Aft Cockpit of 95 square feet is specifically designed for offshore fishing and full time lounging.

Optional Dual Controls and Flying Bridge quickly transform the standard commuter-cruiser to the outstanding sports fisherman that will get the big ones for you.

We invite your inquiry on this or other Fairform Flyer models from 34 to 64 feet in length.

FAIRFORM FLYER
SYMBOL OF YACHT PERFECTION

HUCKINS YACHT CORPORATION

Roosevelt Highway and Ortega River

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What's your signal I. Q.?

This signals a "salty" send-off . . .

These International Code flags "G," "T" wave a cheery: "Wish you a pleasant voyage."

. . . this signals a safe return

Marine engines start better, run better, last longer when you fuel up at the Gulf sign with GULF MARINE WHITE —a 100% marine gasoline.

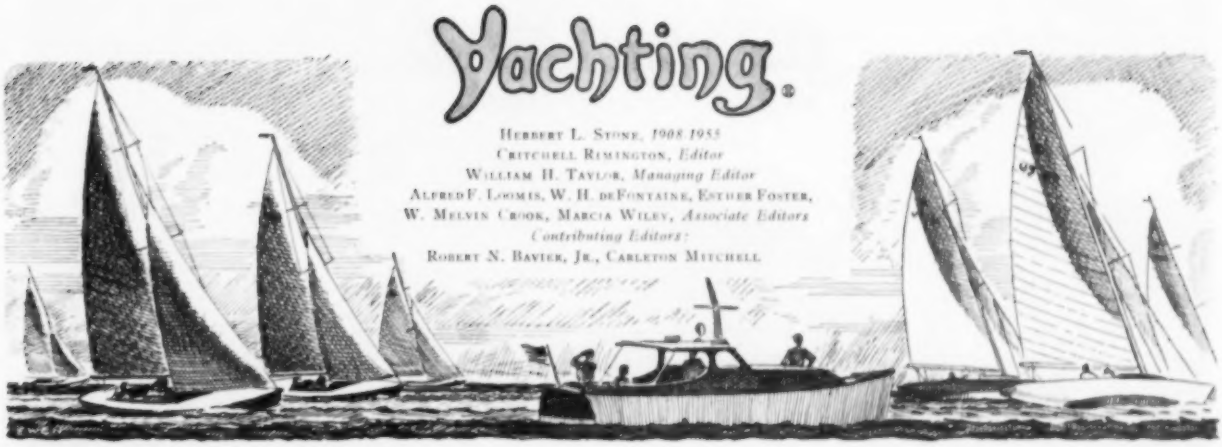
And it's *Micronic-Filtered* at the pump to remove the destructive particles of dirt and moisture that can get into any fuel in transit from the refinery to you.

You owe it to yourself and your boat to always use GULF MARINE WHITE Gasoline . . . and New Gulfpride Marine H.D. Oil as well.

GULF

GULF MARINE WHITE

"It's Micronic-Filtered"



Yachting

HERBERT L. STONE, *1908-1955*
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VOL. 100 SEPTEMBER, 1956 NO. 3

Announcing a New Monthly Department "OUTBOARD YACHTING"

WE ARE PLEASED to announce that a new editorial department, entitled *"OUTBOARD YACHTING,"* is making its inaugural bow in this issue (see page 69) and will hereafter be a regular monthly feature. It will be edited by Associate Editor W. Melvin Crook, whose broad knowledge of the subject is based on many years of cruising, racing, and engineering.

"OUTBOARD YACHTING" will, in both text and illustration, serve to supplement the extensive coverage of the many aspects of outboarding which has long been a part of YACHTING's editorial content. Cruising, trailing, boat and engine repair and maintenance, operation and new product information are but a few of the many subjects which will included. Of particular interest and value to the outboard owner will be this new department's reporting of developments and activities in terms of his particular interests. In other words, it will be written from the outboarder's point of view and with his special interests in mind.

We believe that, over the years, *"OUTBOARD YACHTING"* will serve an increasingly useful purpose; it is for that reason it was conceived. Editorial suggestions and contributions will be welcome.

The Editors of YACHTING

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YACHTING, published monthly by Yachting Publishing Corporation at 205 East 42nd Street, New York 17, N. Y. Critchell Rimington, *President;* Carl Kappes, Jr., *Vice President* and *Advertising Manager;* Florence Beatty, *Vice President* and *Treasurer;* William H. Taylor, *Vice President* and *Ass't Secretary;* Alfred F. Loomis, *Secretary;* E. L. Ryon, *Circulation Manager.* Subscription price, $5.00 a year; single copies, 50 cents; "Show Number," $1.00; Canadian, $5.50; foreign, including Pan American, $6.00. Change of address must reach this office four weeks before it is to be effective; old and new addresses must be given. Entered as Second Class matter at the Post Office at New York, N. Y., under Act of March 3, 1879. Agent for Great Britain: Willen Ltd., 9, Draper's Gardens, London, E. C. 2, England. YACHTING is indexed in the "Readers Guide." Copyright © 1956, by Yachting Publishing Corporation. All rights reserved. Trade-mark registered in U.S. Patent Office.

The total cubic measurement in your next yacht is a most important consideration—here is the real yardstick of value. When maximum beam, generous freeboard and ample headroom are skillfully blended on a given boat length, the result is a yacht with outstanding sea-going performance, soul relaxing comfort and enduring satisfaction. Your new Wheeler Yacht is the product of a lifetime of development of a beautiful hull form, combining the most beam to a given length with proper freeboard and headroom—So "Consider the cubic" before you make your next purchase—Wheeler gives you the "MOST".

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AMERICA'S LEADING BOAT AND ENGINE BUILDERS RECOMMEND HAVOLINE MOTOR OIL

RESORTER 18 BY CENTURY has dash and power, beauty and luxurious styling. It's a runabout for all-round family use . . . swimming parties, picnic cruises, all water sports and long sight-seeing trips. Resorter 18 is roomy. Optional convertible top affords protection from sun and wind. Genuine African mahogany planking. *Century Boat Company uses and recommends Advanced Custom-Made Havoline.*

HAVOLINE

. . . keeps engines clean, rust-free, power-full

YOU'RE BOUND to have a cleaner, smoother running engine when you lubricate with *Advanced Custom-Made Havoline Motor Oil.* It's extra heavy duty and exceeds every requirement for gasoline and diesel inboards.

Havoline keeps engines rust-free, prevents sludge, corrosion and harmful deposits. That means *all the power* comes through. You get easier starts and enjoy the full fun of trouble-free cruising.

You can get *Havoline Motor Oil* from any Texaco Dealer in all 48 States and Canada.* Available in all SAE grades, in refinery-sealed 1-quart and 5-quart cans and 5-gallon pails.

For the finest and liveliest fuel, use *Sky Chief Marine Gasoline* supercharged with Petrox. It's top octane and stabilized to prevent gum and engine deposits. Team *Sky Chief Marine* with *Havoline* for top inboard performance . . . and with *Texaco Outboard Motor Oil* for the best outboard operation.

Come alongside a Texaco Waterfront Dealer's dock and get set for more fun afloat.

☆ ☆ ☆

The Texas Company, *Marine Sales Division,* 135 East 42nd Street, New York 17, N. Y.

**Texaco Products distributed in Canada by McColl-Frontenac Oil Company, Ltd.*

TEXACO

TEXACO Marine Products

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HERE'S WHY THE CADET IS THE IDEAL JUNIOR TRAINER

THE CADET---

1. Has sloop rig instead of cat.
2. Doesn't take strength to sail.
3. Gives experience in handling jib & parachute.
4. Provides opportunity to "crew".
5. Is more than a "one year" trainer.
6. If capsized is readily righted and sailed on.
7. Unusually safe. With buoyancy bags will support herself and crew.
8. Made by Fairey Marine of mahogany plywood.

DIMENSIONS

Length overall.: 10 ft. 6¾ in. Beam. 4 ft. 1⅜ in.

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Mainsail: 42 sq. ft. Foresail: 13½ sq. ft.

Weight: Bare Hull—120 lbs. All up 150 lbs. approx.

Draft: 6½ in. and 2 ft. 6 in.

Height of Mast: 16 ft. above deck

Fleet *Discounts Available. Immediate Delivery*

READY TO SAIL

Complete Boat	$415.00
Complete Set Main & Jib Sail with Sail Bag & Batten	55.00
Set of 4 Buoyancy Bags	20.00
Spinnaker & Gear	30.00

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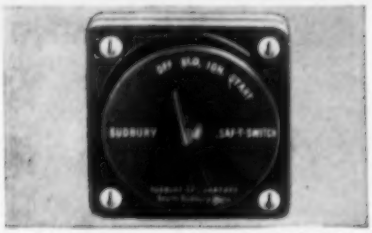
of Naval Vessels, Passenger Liners, Tankers, Barges, Cargo Vessels, Towboats, Yachts.

Boating Equipment

SUDBURY MARINA

On these two pages you'll find several things you'll want right away for more boating pleasure, comfort and safety yet this season. Also Sudbury specialties to make winter lay-up much easier, give your boat best possible protection this winter. "Do-it-Yourself" fans will want sky-vents, safety switches, strainers, choke controls, etc., to install this winter. If your dealer does not have what you want, you may use order blank on page at right.



Triple-Action SAF-T-SWITCH

SAF-T-SWITCH does your thinking for you! It's impossible to start engine until blower has dispersed dangerous fumes in the engine room. Switch cannot be turned to "ignition" or "start" until blower has operated. A special button then releases switch so it can be moved to "start". When engine starts, switch springs back to "ignition" position. Ends risk of fire and explosion. Constructed of rugged insulating material — cannot corrode. **Only $9.95.**

New Safety Device Prevents Boat Disasters from Fire and Explosion

VAPOR-PROOF SWITCHES

Sudbury's VAPOR-PROOF BATTERY SWITCH prevents flashing arcs that cause explosion. Hermetically sealed in bakelite—extra heavy duty contacts cannot corrode. Withstands 300 amps. **Multiple-Pole** model gives selective control of one, two, or more batteries in starting, or recharging while underway. **Only $17.95.** Made of insulating material that cannot rust or corrode. **Single-Pole** also available for radio, pumps, lighting circuits, etc., $7.95.

The One and Only

TRANSPARENT BOAT

Season's Biggest Sensation

Fascinating, featherweight, see everything below. Marine life to enjoy, reefs to avoid. Mirror-smooth, 100% transparent. Weighs only 44 lbs.—easily lifted and stowed anywhere on deck, even over open hatch — lets light in, keeps rain and spray out.

Perfect for fishermen, hunters, campers—easier to carry than a canoe. See where you're going over every portage. Easy to row, extra speedy with an outboard. One-piece hull can't dry out or leak. No painting, no caulking. 8 ft. long, 45 in. beam. Mahogany gunwales and seats. Holds 3 passengers. **Only $179.95,** plus shipping charges.

A New Mark of Distinction

The Streamline SKY-VENT

Seen on Finest Yachts and Cruisers

Enjoy a cool, airy, refreshing cabin all summer long! No matter how sultry and humid the weather, SKY-VENT scoops in the breeze, gives you the "Cabin that Refreshes." Even if your boat is closed up for weeks, you'll come back to find the cabin bone-dry, the air ozone-fresh. (Pictured and described below.)

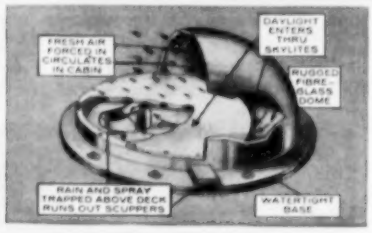
Guards Against Damage from Overheating or Oil Pressure Failure

Automatic ENGINE ALARM

Every boat needs this protection against cracked block, broken manifold, burned valves, burned-out bearings and other costly damage. Loud buzzer and flashing light warns you if engine temperature exceeds 200° or oil pressure drops below 2 lbs. Gives every boat owner more peace of mind. Don't risk going without one—save annoying delays, dangerous engine failure at sea, expensive repair bills. **6v—$19.95; 12v—$22.95; 32v—$24.95.**

THROTTLE & CHOKE CONTROLS

Revolutionary, corrosion-proof—makes metal bowden wire casing out-of-date! Better than metal casings, costs only half as much. Exclusive Redd Elefant-Hide is oilproof, waterproof, will not stretch or kink, has built-in lifetime lubricant. Easier to install. Free, easy action around bends. Complete with stainless steel wire, chrome-plated brass dash fittings: **7-ft. $4.25; 10-ft. $4.95; 15-ft. $5.95.** Casing and wire, 100-ft. rolls, 15c **per ft.**



Transparent SKY-VENT

Keeps out all rain and spray—circulates fresh air, admits daylight—even with hatches closed! Ultra-modern, unique SKY-VENT maintains a constant flow of fresh air. Enjoy a cool, airy cabin on the mooring or underway. No more mad scrambles to batten down hatches when the going gets rough. Hurricane proved. Prevents musty odors, mildew, dry-rot. Non-fouling, non-magnetic—no metal to rust or corrode. 9-in. Dia. **$34.95;** 12-in. **$59.95;** 18-in. **$89.95.**

TYPHOON BILGE PUMP

Lifetime Guarantee against rust, corrosion and electrolysis! End bilge pump troubles with the unique TYPHOON. Advance design holds motor up out of bilge, eliminating all chance of spark igniting fumes. Entire housing, shaft and impeller non-conductive so stray electricity cannot cause electrolysis that destroys fastenings, etc. Pumps 600 gal. an hour. Disassemble pump in 30 seconds—without tools. For 6, 12, 32 or 110 v. 4-in. pump **$39.95;** 6-in. **$49.95.**

Step-On GUSHER PUMP

A few quick steps on the Gusher—the water's gone, your boat's dry. Always ready for instant operation—easy foot action leaves both hands free to row, operate outboard, tend sails, etc. Pumps 4 gal. a minute! Ideal for inboards, outboards, sailboats, dinghies, etc. Only one valve, no screen—can't clog. Compact, only 6 in. across. Sturdy non-corrosive, long-lasting cast-bronze base and heel plate. 4-ft. rubber hose. Big value, **Only $8.95.**

Liquid AQUA-CLEAR

Keeps drinking water free of rust no matter how old or rusty your tank. Enjoy water that is always sparkling, clear as crystal, fresh and tasty. Liquid AQUA-CLEAR stops all rust, makes tanks last years longer, avoids heavy replacement expense. Keeps new tanks from ever rusting. Odorless, colorless, tasteless, non-toxic. Use only 1 oz. to 100 gal. of water. Also ideal rust inhibitor in closed cooling systems. **Pint $1.98; Quart $3.50.**

SHOPPER

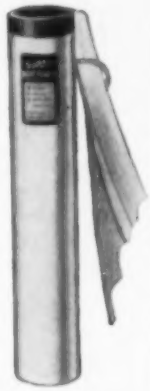
For More Comfort and Safety

NEW Boat Fenders

Sudbury's Unique Attractive PliaFirm

For Gunwale, Rail, Hull
(Patent Pending)

The only Fender that protects rail and gunwale.



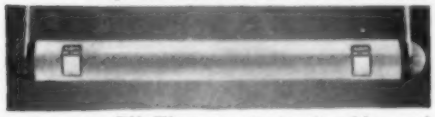
Extends above rail, prevents scraping against docks, or other craft. Cannot slip down.

Never wears out, never mildews, never scratches finish. Not affected by sun or salt. It floats!

Model A—15x2 in., weight 6 oz. **$1.98. Model B**—17½x3½; 17 oz., **$4.95.**

Triple Duty Fender-&-Board

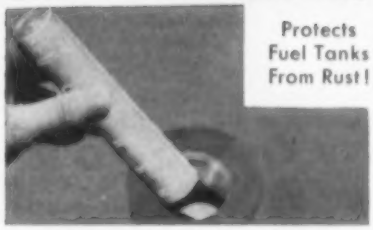
Replaces 2 Fenders and Fender Board



PliaFirm protects topside and rails from piling. Can also be hung vertically. 42-in. mahogany board, ends varnished. Light weight, takes little space, ready for instant use. **Only $19.95.**

Automatic BILGE CLEANER

No more scrubbing and scraping. Reaches where nothing else can—gets all grease and scum. Just pour a little into the bilge—let the roll of the boat do the work—and pump it out. Deodorizing additive MIRASOL ends all bilge odors (even diesel fumes). Prevents fire and explosion by mixing all floating gas and oil with the water—it all goes out when you pump the bilge. Non-caustic, harmless to paint, fittings, even your hands. **Pt. $1.29; Qt. $1.98.**

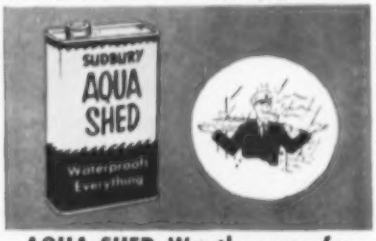


SAV-A-TANK Cartridge

Don't take chances with dangerous leaky fuel tanks. In every tank, water caused by condensation inside becomes acid and eats through the bottom. SAV-A-TANK prevents this! Just drop one in your tank for a year's protection. It neutralizes acid, makes condensation non-corrosive. Don't risk the loss of your boat, even your life! Replacing your tank might cost hundreds of dollars. Also for home oil burner tanks. It's mighty cheap insurance, **only $3.**

Salt Water BOAT-ZOAP

Works miracles even in cold water—hard or soft, fresh or salt! Cleans everything from finest glassware to greasiest engine. Easy on the hands. Wonderful for dishes, clothes, sinks, toilets, woodwork—even bathing. Keeps teak decks white. Takes harbor scum off hull. Removes gull droppings like magic. Handy dispenser to hang in galley—each plastic package enough for one pail of water. **Wall dispenser (36 packets), 98c; Pint can $1.29.**



AQUA-SHED Weather-proofer

Like water rolling off a duck's back—AQUA-SHED makes foul weather gear out of ordinary clothing, without stiffening fabric. You'll always be dry no matter how hard it rains or blows. Ideal for heavy duty on cockpit and sail covers, life preservers, awnings, cushions, flags, yachting shoes, navigation charts, etc. Adds years of life to fabrics. Fine for deck seams. Invisible, permanent—just dip, brush or spray on. **Qt. $1.98; Gal. $4.95.**

AQUA-CLEAR Feeder

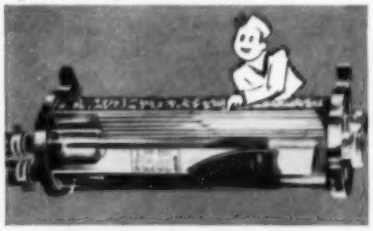
Cool direct with raw sea water—without rust, corrosion or salting down. The AQUA-CLEAR Feeder (U.S. Patent 2,745,550) makes all water entering the cooling system completely non-corrosive, improves heat transfer. One-piece welded lucite construction, water circulation always visible. No gaskets to leak, no bolts to loosen. Exclusive features, unique automatic by-pass. Over 35,000 now in use. Sizes for all engines—average cost about $50.

RAW WATER STRAINER

This sensational, super strainer guarantees full flow of water to the engine—no matter how dirty the screens! Does not require constant caution to prevent clogging. Goes 4 times as long without cleaning even if neglected until completely filled, water stoppage cannot occur. Crystal-clear construction. Extra heavy duty, extra large filter capacity, twin strainers. Triple action stops all sand, salt, mud, seaweed, etc. Average cost **$39.95.**

FREE-IT, Penetrating Oil

Another Sudbury first! Instant action aerosol can has 2-in-1 nozzle for spray mist or pinpoint stream. Easier to use, avoids waste—has made a big hit with do-it-yourself sailors everywhere. Dissolves all rust and corrosion on nuts, bolts, valves, fittings, etc. Within 5 to 30 seconds FREE-IT will loosen "frozen" turn-buckles, bolts—all metal parts. Also ideal for coating tools and inaccessible parts to keep them bright and rust-free. **Only 98c.**



AQUA-CLEAR CRYSTALS

Be sure to use genuine, trade-marked AQUA-CLEAR Crystals, the only formula that gives complete protection under the Sudbury Aqua-Clear Guarantee. Developed by Sudbury after years of research and testing to produce the ideal method for cooling marine engines direct with raw sea water, yet preventing rust, corrosion and salting down. Don't risk using a substitute, use only the patented AQUA-CLEAR Feeder. **1 lb. $2.50; 10 lbs. $20.**

Sold and Installed by Leading Boatyards, Marinas, Supply Stores.

SUDBURY LABORATORY, Box 65D, South Sudbury, Mass.

Send prepaid the Sudbury Quality Marine Products ordered below:

☐ **TRANSPARENT BOAT** . . . $179.95
SKY-VENT
☐ 8-in $34.95 ☐ 12-in $59.95 ☐ 18-in $99.95
BOAT FENDER ☐ 15-in. . . . . $1.98 ☐ 17-1/2-in. . . $4.95
☐ **FENDER&FENDER BOARD** $19.95
☐ **SAF-T-SWITCH** $9.95
VAPOR-PROOF SWITCH
☐ Multiple . . $17.95 ☐ Single . . . $7.95
Automatic ENGINE ALARM
☐ 6v-$19.95 ☐ 12v-$22.95 ☐ 32v-$24.95
TYPHOON BILGE PUMP, V
☐ 4-in. . . . $39.95 ☐ 6-in. $49.95

☐ **Throttle&ChokeControl** . . Ft. $ . . .
☐ **GUSHER BILGE PUMP** . . . $8.95
☐ **Liquid AQUA-CLEAR,** Pint . $1.98
AQUA-CLEAR Feeder
☐ Model A—20 to 74 hp. $26.50
☐ Model B—75 to 145 hp. $49.95
☐ Model C—150 to 250 hp. $75.00
☐ Model D—Over 250 hp. . . . $180.00
AQUA-CLEAR Crystals
☐ 1 lb. . . . $2.50 ☐ 10 lbs. . . . $20.00
Automatic BILGE CLEANER
☐ Pint . . . . $1.29 ☐ Quart . . . $1.98

BOAT-ZOAP
☐ Dispenser Pkg. . . 98c ☐ Pt. . . . $1.29
☐ **DUPLEX STRAINER** $39.95
☐ **SAV-A-TANK Cartridge** . . . $3.00
AQUA-SHED
☐ Quart Can . . $1.98 ☐ Gallon . . . $4.95
☐ **FREE-IT,** Aerosol Can 98c
☐ **E-Z-SQUIRT PUMP** $4.95
☐ **SAIL-ZOAP,** 8-oz. bottle $1.49
☐ **BARFAIR 77,** Quart can . . . $1.49
☐ **CRYSTAL KLEENER,** 16 oz. . . $1.39
☐ **WATER JACKET CLEANER** $1.00

☐ Send 1956 Sudbury Marine Catalog FREE, including pictures of the phenomenal TRANSPARENT BOAT.
☐ Send free booklet "How to Double Engine Life", all about patented, exclusive Aqua-Clear Feeders that prevent rust and corrosion.

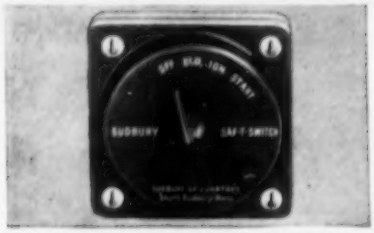
Name . . . . . Enclosed is $. . . . . .
Address . . . . . .
City . . . . . Zone . . . . State . . . . . .

If inconvenient to get from a dealer, you may send this blank to any of the 3 addresses indicated.
(West Coast) John Bergh, 221 Pomona Ave., Long Beach, Calif.; Donald H. McChesney, Winslow, Wash.

Boating Equipment

SUDBURY MARINA

On these two pages you'll find several things you'll want right away for more boating pleasure, comfort and safety yet this season. Also Sudbury specialties to make winter lay-up much easier, give your boat best possible protection this winter. "Do-it-Yourself" fans will want sky-vents, safety switches, strainers, choke controls, etc., to install this winter. If your dealer does not have what you want, you may use order blank on page at right.



Triple-Action SAF-T-SWITCH

SAF-T-SWITCH does your thinking for you! It's impossible to start engine until blower has dispersed dangerous fumes in the engine room. Switch cannot be turned to "ignition" or "start" until blower has operated. A special button then releases switch so it can be moved to "start". When engine starts, switch springs back to "ignition" position. Ends risk of fire and explosion. Constructed of rugged insulating material — cannot corrode. **Only $9.95.**

New Safety Device Prevents Boat Disasters from Fire and Explosion

VAPOR-PROOF SWITCHES

Sudbury's VAPOR-PROOF BATTERY SWITCH prevents flashing arcs that cause explosion. Hermetically sealed in bakelite—extra heavy duty contacts cannot corrode. Withstands 300 amps. **Multiple-Pole** model gives selective control of one, two, or more batteries in starting, or recharging while underway. **Only $17.95.** Made of insulating material that cannot rust or corrode. **Single-Pole** also available for radio, pumps, lighting circuits, etc., $7.95.

The One and Only

TRANSPARENT BOAT

Season's Biggest Sensation

Fascinating, featherweight, see everything below. Marine life to enjoy, reefs to avoid. Mirror-smooth, 100% transparent. Weighs only 44 lbs.—easily lifted and stowed anywhere on deck, even over open hatch — lets light in, keeps rain and spray out.

Perfect for fishermen, hunters, campers—easier to carry than a canoe. See where you're going over every portage. Easy to row, extra speedy with an outboard. One-piece hull can't dry out or leak. No painting, no caulking. 8 ft. long, 45 in. beam. Mahogany gunwales and seats. Holds 3 passengers. **Only $179.95,** plus shipping charges.

A New Mark of Distinction

The Streamline SKY-VENT

Seen on Finest Yachts and Cruisers

Enjoy a cool, airy, refreshing cabin all summer long! No matter how sultry and humid the weather, SKY-VENT scoops in the breeze, gives you the "Cabin that Refreshes." Even if your boat is closed up for weeks, you'll come back to find the cabin bone-dry, the air ozone-fresh. (Pictured and described below.)

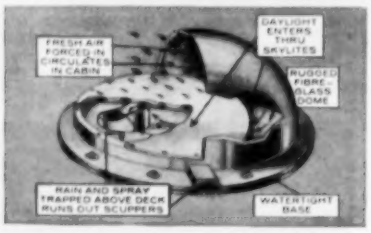
Guards Against Damage from Overheating or Oil Pressure Failure

Automatic ENGINE ALARM

Every boat needs this protection against cracked block, broken manifold, burned valves, burned-out bearings and other costly damage. Loud buzzer and flashing light warns you if engine temperature exceeds 200° or oil pressure drops below 2 lbs. Gives every boat owner more peace of mind. Don't risk going without one—save annoying delays, dangerous engine failure at sea, expensive repair bills. **6v—$19.95; 12v—$22.95; 32v—$24.95.**

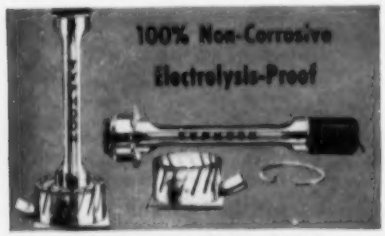
THROTTLE & CHOKE CONTROLS

Revolutionary, corrosion-proof—makes metal bowden wire casing out-of-date! Better than metal casings, costs only half as much. Exclusive Redd Elefant-Hide is oilproof, waterproof, will not stretch or kink, has built-in lifetime lubricant. Easier to install. Free, easy action around bends. Complete with stainless steel wire, chrome-plated brass dash fittings; **7-ft. $4.25; 10-ft. $4.95; 15-ft. $5.95.** Casing and wire, 100-ft. rolls, 13c per ft.



Transparent SKY-VENT

Keeps out all rain and spray—circulates fresh air, admits daylight—even with hatches closed! Ultra-modern, unique SKY-VENT maintains a constant flow of fresh air. Enjoy a cool, airy cabin on the mooring or underway. No more mad scrambles to batten down hatches when the going gets rough. Hurricane proved. Prevents musty odors, mildew, dry-rot. Non-fouling, non-magnetic—no metal to rust or corrode. 9-in. Dia. **$34.95;** 12-in. **$59.95;** 18-in. **$89.95.**



TYPHOON BILGE PUMP

Lifetime Guarantee against rust, corrosion and electrolysis! End bilge pump troubles with the unique TYPHOON. Advance design holds motor up out of bilge, eliminating all chance of spark igniting fumes. Entire housing, shaft and impeller non-conductive so stray electricity cannot cause electrolysis that destroys fastenings, etc. Pumps 600 gal. an hour. Disassemble pump in 30 seconds—without tools. For 6, 12, 32 or 110 v. 4-in. pump **$39.95;** 6-in. **$49.95.**

Step-On GUSHER PUMP

A few quick steps on the Gusher—the water's gone, your boat's dry. Always ready for instant operation—easy foot action leaves both hands free to row, operate outboard, tend sails, etc. Pumps 4 gal. a minute! Ideal for inboards, outboards, sailboats, dinghies, etc. Only one valve, no screen—can't clog. Compact, only 6 in. across. Sturdy non-corrosive, long-lasting cast-bronze base and heel plate. 4-ft. rubber hose. Big value, **Only $8.95.**

Liquid AQUA-CLEAR

Keeps drinking water free of rust no matter how old or rusty your tank. Enjoy water that is always sparkling, clear as crystal, fresh and tasty. Liquid AQUA-CLEAR stops all rust, makes tanks last years longer, avoids heavy replacement expense. Keeps new tanks from ever rusting. Odorless, colorless, tasteless, non-toxic. Use only 1 oz. to 100 gal. of water. Also ideal rust inhibitor in closed cooling systems. **Pint $1.98; Quart $3.50.**

SHOPPER

For More Comfort and Safety

NEW Boat Fenders

Sudbury's Unique Attractive PliaFirm

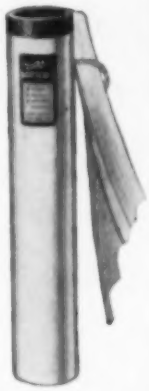
For Gunwale, Rail, Hull
(Patent Pending)

The only Fender that protects rail and gunwale.

Extends above rail, prevents scraping against docks, or other craft. Cannot slip down.

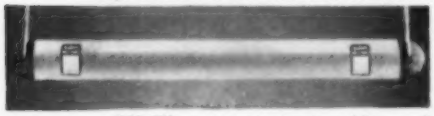
Never wears out, never mildews, never scratches finish. Not affected by sun or salt. It floats!

Model A—15 x 2 in., weight 6 oz. **$1.98. Model B**—17½ x 3½; 17 oz., **$4.95.**



Triple Duty Fender-&-Board

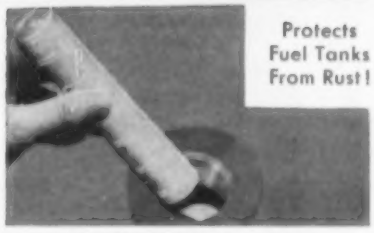
Replaces 2 Fenders and Fender Board



PliaFirm protects topside and rails from piling. Can also be hung vertically. 42-in. mahogany board, ends varnished. Light weight, takes little space, ready for instant use. **Only $19.95.**

Automatic BILGE CLEANER

No more scrubbing and scraping. Reaches where nothing else can—gets all grease and scum. Just pour a little into the bilge—let the roll of the boat do the work—and pump it out. Deodorizing additive MIRASOL ends all bilge odors (even diesel fumes). Prevents fire and explosion by mixing all floating gas and oil with the water—it all goes out when you pump the bilge. Non-caustic, harmless to paint, fittings, even your hands. **Pt. $1.29; Qt. $1.98.**



SAV-A-TANK Cartridge

Don't take chances with dangerous leaky fuel tanks. In every tank, water caused by condensation inside becomes acid and eats through the bottom. SAV-A-TANK prevents this! Just drop one in your tank for a year's protection. It neutralizes acid, makes condensation non-corrosive. Don't risk the loss of your boat, even your life! Replacing your tank might cost hundreds of dollars. Also for home oil burner tanks. It's mighty cheap insurance, **only $3.**

Salt Water BOAT-ZOAP

Works miracles even in cold water—hard or soft, fresh or salt! Cleans everything from finest glassware to greasiest engine. Easy on the hands. Wonderful for dishes, clothes, sinks, toilets, woodwork—even bathing. Keeps teak decks white. Takes harbor scum off hull. Removes gull droppings like magic. Handy dispenser to hang in galley—each plastic package enough for one pail of water. **Wall dispenser (36 packets), 98c; Pint can $1.29.**

AQUA-SHED Weather-proofer

Like water rolling off a duck's back—AQUA-SHED makes foul weather gear out of ordinary clothing, without stiffening fabric. You'll always be dry no matter how hard it rains or blows. Ideal for heavy duty on cockpit and sail covers, life preservers, awnings, cushions, flags, yachting shoes, navigation charts, etc. Adds years of life to fabrics. Fine for deck seams. Invisible, permanent—just dip, brush or spray on. **Qt. $1.98; Gal. $4.95.**

AQUA-CLEAR Feeder

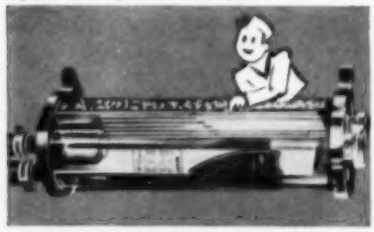
Cool direct with raw sea water—without rust, corrosion or salting down. The AQUA-CLEAR Feeder (U.S. Patent 2,745,550) makes all water entering the cooling system completely non-corrosive, improves heat transfer. One-piece welded lucite construction, water circulation always visible. No gaskets to leak, no bolts to loosen. Exclusive features, unique automatic by-pass. Over 35,000 now in use. Sizes for all engines—average cost about $50.

RAW WATER STRAINER

This sensational, super strainer guarantees full flow of water to the engine—no matter how dirty the screens! Does not require constant caution to prevent clogging. Goes 4 times as long without cleaning even if neglected until completely filled, water stoppage cannot occur. Crystal-clear construction. Extra heavy duty, extra large filter capacity, twin strainers. Triple action stops all sand, salt, mud, seaweed, etc. Average cost **$39.95.**

FREE-IT, Penetrating Oil

Another Sudbury first! Instant action aerosol can has 2-in-1 nozzle for spray mist or pinpoint stream. Easier to use, avoids waste—has made a big hit with do-it-yourself sailors everywhere. Dissolves all rust and corrosion on nuts, bolts, valves, fittings, etc. Within 5 to 30 seconds FREE-IT will loosen "frozen" turn-buckles, bolts—all metal parts. Also ideal for coating tools and inaccessible parts to keep them bright and rust-free. **Only 98c.**



AQUA-CLEAR CRYSTALS

Be sure to use genuine, trade-marked AQUA-CLEAR Crystals, the only formula that gives complete protection under the Sudbury Aqua-Clear Guarantee. Developed by Sudbury after years of research and testing to produce the ideal method for cooling marine engines direct with raw sea water, yet preventing rust, corrosion and salting down. Don't risk using a substitute, use only the patented AQUA-CLEAR Feeder. **1 lb. $2.50; 10 lbs. $20.**

Sold and Installed by Leading Boatyards, Marinas, Supply Stores.

SUDBURY LABORATORY, Box 65D, South Sudbury, Mass.

Send prepaid the Sudbury Quality Marine Products ordered below:

☐ **TRANSPARENT BOAT** . . . $179.95

SKY-VENT
☐ 9-in. $24.95 ☐ 12-in. $59.95 ☐ 18-in. $69.95

BOAT FENDER ☐ 15-in. . . . . $1.98 ☐ 17-1/2-in. . . $4.95

☐ **FENDER&FENDER BOARD** $19.95

☐ **SAF-T-SWITCH** $9.95

VAPOR-PROOF SWITCH
☐ Multiple . . $17.95 ☐ Single . . . $7.95

Automatic ENGINE ALARM
☐ 6v-$19.95 ☐ 12v-$22.95 ☐ 32v-$24.95

TYPHOON BILGE PUMP, V
☐ 4-in. . . . . $39.95 ☐ 6-in. $49.95

☐ **Throttle&ChokeControl** . . ft. $. . . .

☐ **GUSHER BILGE PUMP** $8.95

☐ **Liquid AQUA-CLEAR,** Pint . $1.98

AQUA-CLEAR Feeder
☐ Model A—20 to 74 hp. $36.50
☐ Model B—75 to 145 hp. . . . $49.95
☐ Model C—150 to 250 hp. . . . $75.00
☐ Model D—Over 250 hp. . . . $180.00

AQUA-CLEAR Crystals
☐ 1 lb. . . . $2.50 ☐ 10 lbs. . . . $20.00

Automatic BILGE CLEANER
☐ Pint . . . . $1.29 ☐ Quart . . . $1.98

BOAT-ZOAP
☐ Dispenser Pkg. . . 98c ☐ Pt. . . . $1.29

☐ **DUPLEX STRAINER** $39.95

☐ **SAV-A-TANK Cartridge** . . . $3.00

AQUA-SHED
☐ Quart Can . . $1.98 ☐ Gallon . . . $4.95

☐ **FREE-IT,** Aerosol Can 98c

☐ **E-Z-SQUIRT PUMP** $4.95

☐ **SAIL-ZOAP,** 8-oz. bottle . . . $1.49

☐ **BARFAIR 77,** Quart can . . . $1.49

☐ **CRYSTAL KLEENER,** 16 oz. . . $1.98

☐ **WATER JACKET CLEANER** $2.00

☐ Send 1956 Sudbury Marine Catalog FREE, including pictures of the phenomenal TRANSPARENT BOAT.

☐ Send free booklet "How to Double Engine Life", all about patented, exclusive Aqua-Clear Feeders that prevent rust and corrosion.

Name . . . . . Enclosed is $. . . . . .

Address . . . . . .

City . . . . . Zone . . . . State . . . . . .

If inconvenient to get from a dealer, you may send this blank to any of the 3 addresses indicated. (West Coast) John Bergh, 221 Pamona Ave., Long Beach, Calif.; Donald H. McChesney, Winslow, Wash.

"No engine's too good for my Higgins Cruiser...

that's why we installed Chrysler Crowns"

J. E. Simmons, Independent Oil Operator of Lovington, New Mexico and Fulton Beach, Texas

Kingfish, Pompano, Spanish Mackerel and Snapper Beware! With J. E. Simmons at cockpit controls and Mrs. Simmons watching the fast-changing shoreline, Mary Jane heads for deep water off Rockport, Texas. Mary Jane is a 30-foot Higgins Deluxe Cabin Cruiser, product of Higgins, Inc., New Orleans, Louisiana.

Owner J. E. Simmons, (right), checks the twin 125 h. p. Chrysler Crown Engines powering Mary Jane. Chrysler Crown Engines use only brass water tubing and include such items as full flow oil filters and Chrysler-exclusive reverse gears as part of their standard, no-extra-cost equipment.

J. E. Simmons' "Mary Jane" ... another fine boat Chrysler-powered for best performance

Fishing's good in the Gulf off Rockport, Texas. And second only to fishing is the enjoyment Mr. and Mrs. J. E. Simmons get from just being underway in their 30-foot dual-control Higgins Cruiser, *Mary Jane*. To indulge their favorite pastime, at various times of the year the Simmons happily pack up and travel eleven hours by car from Lovington, New Mexico to Fulton Beach near Rockport, Texas—a distance of over 600 miles!

Of his Higgins cruiser and Chrysler Power, Mr. Simmons writes: "*We first put MARY JANE in the water in May, 1955. Right from the start I knew she was a real sea-worthy craft. She handles beautifully in choppy waters . . . my guests never get a 'wetting down' when water is whitecapped. We've put nearly 3000 miles on MARY JANE, yet continue to get brand-new performance from her Crown Engines. We cruise at from 2200 to 2500 RPM. You may put me down as not only happy, but thrilled with the performance and dependability of Chrysler Marine Engines.*"

Chrysler Power brings out the best in any good boat. Are you getting *the best* from your boat? Chrysler Marine Engines range from 95 to 250 horsepower, in-line 6s and short-stroke V-8s. A Chrysler Marine Engine Dealer will be glad to recommend an engine for your boat. Ask him, too, about Chrysler reduction gears and Chrysler accessories. If you prefer, write direct for catalog:

Dept. 29, Marine Engine Division, Chrysler Corporation, Trenton, Michigan.

CHRYSLER

America's No. 1 Marine Engine

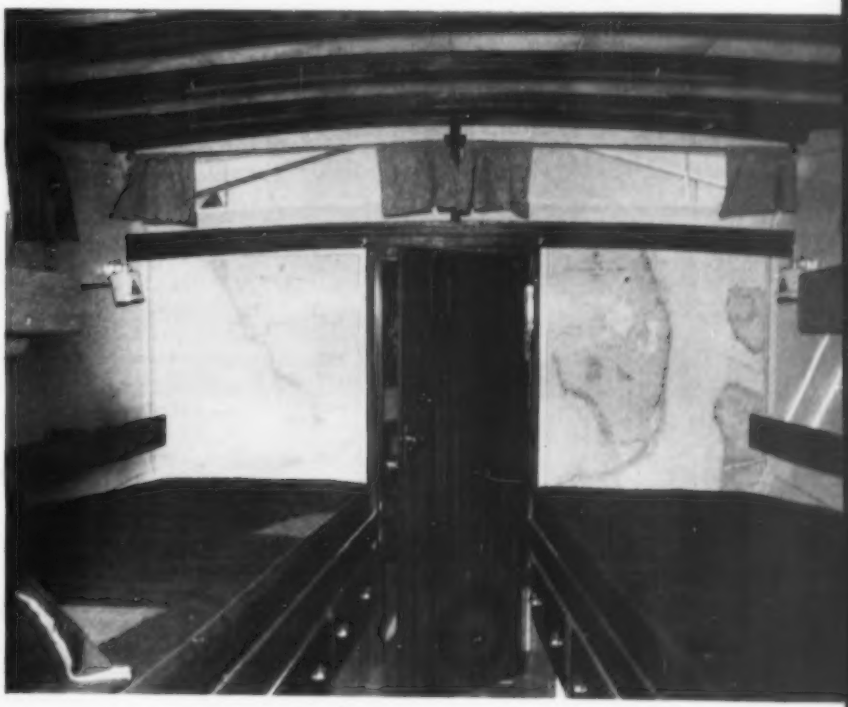
MARINE ENGINE DIVISION • CHRYSLER CORPORATION

BRISTOL MARLIN

Length 42′, Draft 2′6″, Beam 12′6″, Displacement 14,000 lb. Cruising Speed 20 knots. Top speed 24½ knots. Power Twin Chrysler V-8 Imperials 200 hp. each, with 2 to 1 reduction gear and hydraulic controls.

The largest member of the Bristol fleet is truly a sport fisherman's dream come true. Her maneuverability and her speed and seaworthiness are unmatched. She has four foam rubber double berths and is designed with roominess in mind, with headroom and berths for tall people. Her large galley boasts low pressure gas cooking. A large head, ample storage drawers and hanging lockers complete the picture of practical comfort. A 10½ foot long rear cockpit allows elbow room for fishing or lounging. Flying bridge optional. Alternate layouts available. The price is sure to surprise and please you.

Since production is limited order early to avoid disappointment.



BRISTOL BOATS a division of allen quimby veneer co. **bingham, maine**
120 River St.

Chris-Craft 27-ft. Sedan Cruiser, completely Auto-Lite equipped, powered by twin 105 hp Chris-Craft engines.

AUTO-LITE Sparks the Power for Chris-Craft

WORLD'S LARGEST BUILDER OF MOTOR BOATS!

Chris-Craft 27-ft. Semi-Enclosed Cruiser with twin 105 hp Chris-Craft engines—completely Auto-Lite equipped.

As the world's largest builder of motor boats, Chris-Craft builds boats of all types and sizes—everything from low-priced plywood skiffs to ultra-luxurious motor yachts.

Because dependability and safety are of utmost importance in craft *of all sizes*, Chris-Craft relies on ignition-engineered Auto-Lite electrical equipment for both Chris-Craft boats and motors.

For this same reason, nine out of ten inboard engine builders specify Auto-Lite electrical equipment.

Wherever you cruise you'll find

AUTO-LITE

Authorized Service nearby

THE ELECTRIC AUTO-LITE COMPANY • Toledo 1, Ohio • Toronto, Ontario

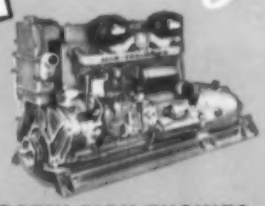
Auto-Lite manufactures over 400 products, including Spark Plugs, Batteries, Wire and Cable, and Automotive Electrical Equipment . . . sold throughout the United States and Canada.

IT'S Allis-Chalmers DIESELS for *any* Marine Power Need

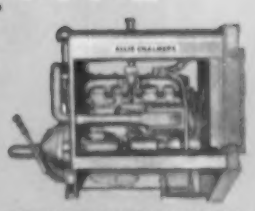
any SIZE

9 TO 516 HP

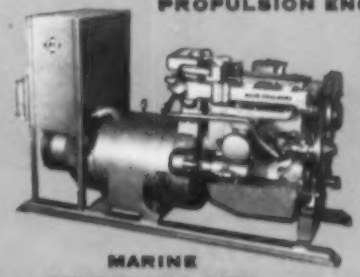
any TYPE



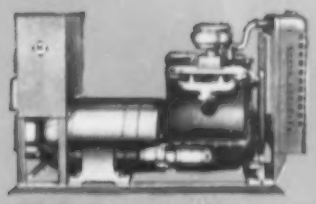
PROPULSION ENGINES



OPEN OR ENCLOSED POWER UNITS



MARINE GENERATING SETS



INDUSTRIAL GENERATING SETS

any USE

PLEASURE CRAFT

WORK BOATS

FISHING VESSELS

FERRIES

DOCK SERVICE

Make your Allis-Chalmers Marine Engine Dealer your main source of power for all your engine and generator set needs. He can supply a wide range of engines for propulsion or auxiliary power on any type of craft, as well as engine generating sets for on-board, marine, dock and industrial use. Each has the high-efficiency, long-life characteristics necessary for continuous as well as stand-by service. With a high degree of interchangeability of parts, you can use a different type of engine for each application and yet maintain a small stock of parts.

Write for bulletins or see your Allis-Chalmers Marine Engine Dealer for more information.

ALLIS-CHALMERS, BUDA DIVISION, MILWAUKEE 1, WISCONSIN

ALLIS-CHALMERS A-C

BM-7

For maximum security, put mooring lines of Du Pont nylon on your boat

In heavy weather, mooring lines become life lines for your boat. With nylon mooring lines, you can be confident of *maximum security*.

Size for size, nylon lines are twice as strong as the ordinary kind . . . tests show they have up to five times greater shock absorbency. They can take punishment that would part an ordinary line—and come back for more!

And nylon lines are rugged, resist wear and damage from rot and mildew. Properly made, they are easier-handling, stay light and flexible, wet or dry. Leading cordage manufacturers make them in a wide range of sizes. Plan now to give your boat *maximum security*. Ask your dealer for *nylon* anchor and mooring lines.

For more information about nylon and "Dacron", write: E. I. du Pont de Nemours & Co. (Inc.), (Y-9), 5518 Nemours Bldg., Wilmington 98, Del.

Only nylon line gives you all these advantages:

GREATER STRENGTH
Nylon's added strength permits use of smaller lines.

SHOCK-ABSORBENT
Moored with nylon lines, boats have maximum security.

ROT-RESISTANT
Nylon lines resist damage from rot and mildew, can be stored wet.

NEW . . .

Running rigging of strong, easier-handling

DACRON
REG. U.S. PAT. OFF.

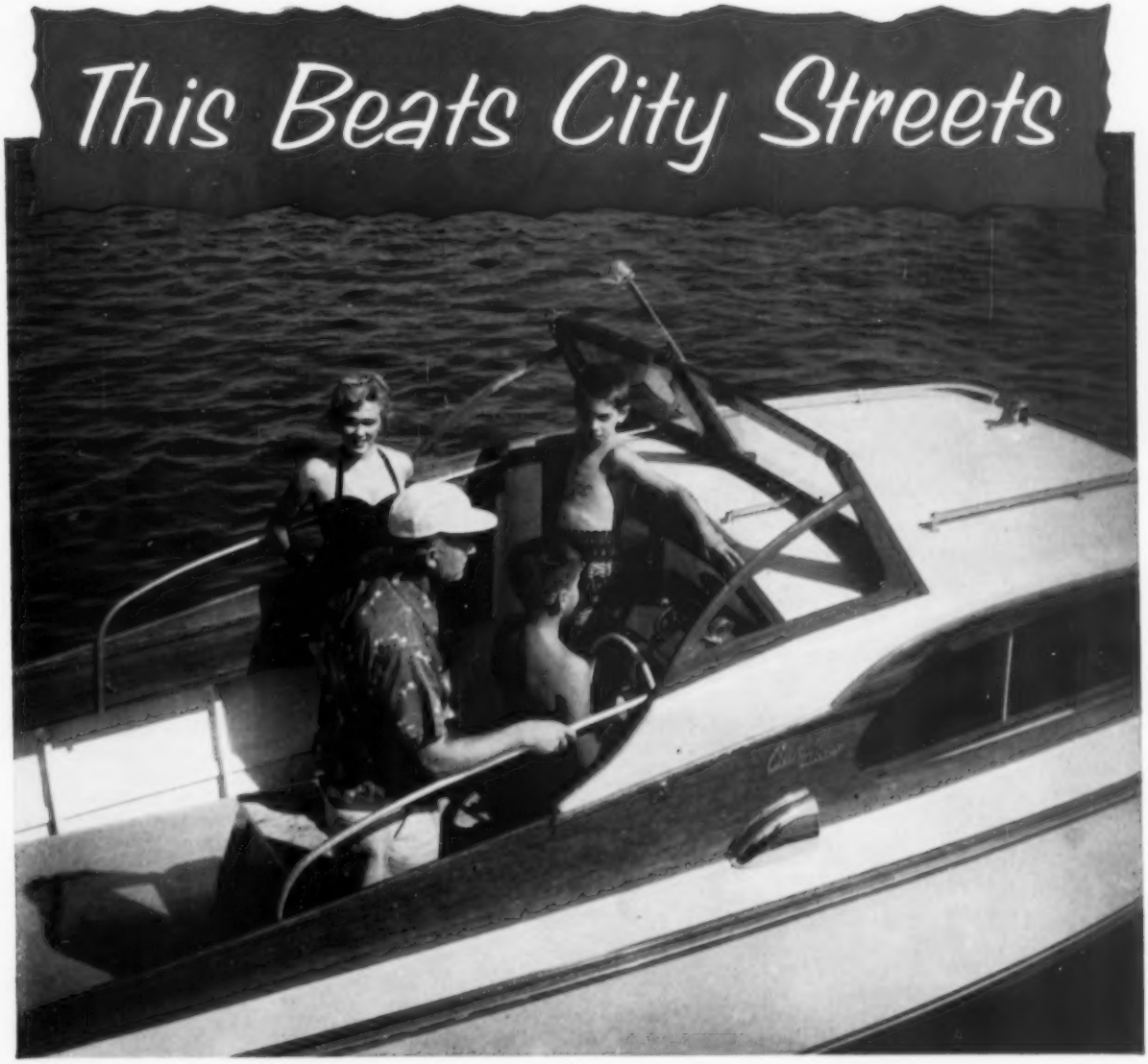
• High strength with little stretch and the right flexibility make lines of "Dacron"* polyester fiber first choice for running rigging. For longer life and better performance, change to running rigging of "Dacron".

***"Dacron" is Du Pont's registered trademark for its polyester fiber.**
Du Pont makes fibers, not rope.

DU PONT
REG. U.S. PAT. OFF.

BETTER THINGS FOR BETTER LIVING
. . . *through Chemistry*

This Beats City Streets



CRUIS-ALONG "VACATIONER 22".
COURTESY M. M. DAVIS & SONS, INC.,
SOLOMONS, MARYLAND.
PHOTO BY MORRIS ROSENFELD.

. . . and the cost of such summer relaxation, away from the heat and the traffic, is less than you might expect, particularly when the boat is an inboard with power by Graymarine.

GRAYMARINE GASOLINE DIESELS

50th Year 1906-1956

GRAY MARINE MOTOR COMPANY, 710 CANTON AVENUE, DETROIT 7, MICHIGAN

You owe it to your family!

Where's the fun in boating if one storm or an accident may result in serious financial loss to you and your family?

Give them the protection they deserve with dependable yacht insurance written through the MARINE OFFICE OF AMERICA.

Then your boating investment is safe and your boating liability too—safeguarded by the best insurance money can buy.

See Your Insurance Agent or Broker!

MARINE OFFICE of AMERICA UNDERWRITERS

MARINE OFFICE OF AMERICA

116 JOHN STREET, NEW YORK 38, NEW YORK
122 EAST 42nd STREET, NEW YORK 17, NEW YORK

★

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Stockton • Summit • Syracuse

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The American Insurance Company
The Continental Insurance Company
Fidelity-Phenix Fire Insurance Company
Firemen's Insurance Company
Glens Falls Insurance Company
The Hanover Fire Insurance Company
Niagara Fire Insurance Company

RELAX

in the **ALL NEW**

Trojan
SEA BREEZE

MODEL 22-2

. . . TROJAN'S Family-Size Cruiser

with the

"Big Boat" Features!

Fairly bristling with "big boat" features, the new 1957 Trojan Model 22-2 Sea Breeze (inboard or outboard) combines trim lines with the solid feel of a bigger boat to make it the most wanted . . . most comfortable . . . two berth cruiser afloat. Naturally, the Trojan-pioneered private toilet room and complete galley are standard in this big, new cruiser. And the cabin features full 5' 9" headroom!

Practically everywhere you look, you'll find handy storage areas and the cockpit is unbelievably roomy and quiet, with plenty of space for deck furniture . . . and your friends!

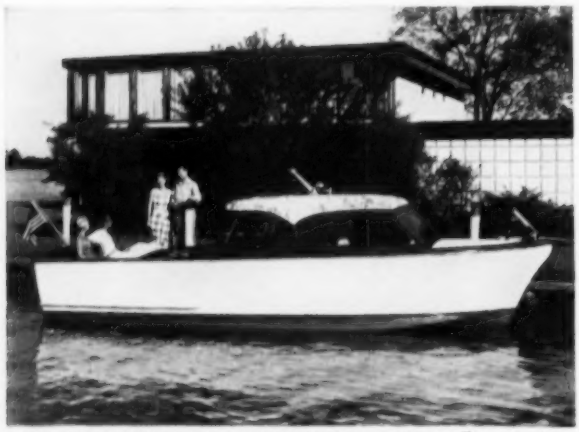
Even the side decks are wider with deep toe rails. Handy chrome and mahogany hand rails also mean extra safety when the crew goes forward to pick up a mooring.

See the Model 22-2 Sea Breeze now at your Trojan dealer's and write for free literature.

Trojan
BOAT COMPANY
LANCASTER 9, PA.

NEW CHRIS-CRAFT 46-FT. CONSTELLATION flush-deck motor yacht offers twin-engine options up to 470 total horsepower, including diesels; speeds to 25 mph. Sleeping accommodations for ten, in five separate cabins, with deckhouse, galley and dinette. Wardrobe and toilet facilities fore and aft.

46-FOOT "CONSTELLATION" by Chris-Craft . . .



NEW CHRIS-CRAFT 24-FT. SEMI-ENCLOSED CRUISER offers engine options to 105 hp; speeds to 27 mph. Enclosure has twin berth-lounges. Toilet compartment forward.

EVERDUR® *fastenings and*

TOBIN BRONZE® *shafting*

The name Chris-Craft has come to stand for quality. The world's largest builder of motorboats knows that quality is more than skin deep—it is vitally important in the things that don't show. That is why Everdur fastenings are used in Chris-Craft hulls. Everdur is Anaconda's trade name for corrosion-resistant copper-silicon alloys. You'll also find tough, durable Tobin Bronze shafting linking engines with propellers for dependable power transmission in any kind of sea. And Chris-Craft also installs Anaconda copper exhaust tube to carry off corrosive engine exhaust gases.

Anaconda Marine Metals have a reputation for enduring service afloat. Designers and builders of fine boats everywhere look to Anaconda first for strong, lasting, corrosion-resistant marine bronzes and brasses in wrought forms. The American Brass Company, Waterbury 20, Conn. In Canada: Anaconda American Brass, Ltd., New Toronto, Ont.

56122

TOBIN BRONZE REG U.S. PAT OFF

The mark of quality shafting for 70 years

Shafting for high speed and heavy duty

TEMPALOY REG U.S. PAT OFF

ANACONDA®

MARINE BRONZE AND BRASS

SEAGOING BUDGET BEAUTY!

NEW RICHARDSON "27" CRUISERS

Here is a pair of sturdy seagoing beauties, packed with value and priced to give you big boat comfort at low cost. These new Richardson Cruisers are destined to be among the most talked of pleasure craft of 1957. They are available in two basic models—the Express, illustrated above, which sleeps four, and the Utility, shown below, which is primarily a day cruiser. This latter has a toilet in the forepeak, and, as optional equipment, you can have two berths forward with an ice chest and sink under the shelter top. A new concept of roominess and comfort has been built into the interior of the "27" Express. She has a complete galley, dinette and enclosed toilet with full headroom, as well as two hanging lockers and other stowage spaces. There are screened port lights and a hatch in the forward areas of both models. Both have exceptionally large cockpits. Single power is standard equipment and twin power is optional with selections ranging up to 125 HP for single and 200 HP for twin installations. Unusual seaworthiness is assured by the time tested Richardson round bilge hull, heavily planked with cedar on steam bent white oak frames. Priced from $6675, these are boating values that will amaze you. The "27" is now in production but demand has been heavy, so see your Richardson dealer soon. He will give you further information about these new Cruisers.

Richardson reserves the right to ship its Cruisers from plants in North Tonawanda or Millville, N. J.

RICHARDSON *Cruisers of Tomorrow*

RICHARDSON BOAT CO., INC., NORTH TONAWANDA, N. Y.

THE LAWS OF CHEMISTRY DON'T CHANGE

I have some dead spots on my distribution map. They can usually be traced to some disgruntled boat yard or yachtsman who used some of our products unsuccessfully and spread the bad news. We also have some very live spots where no disgruntled user can do much harm because the visible evidence is so overwhelming.

To the inhabitants of dead spots: The laws of chemistry don't change. If our products work well for 999 yachtsmen, they will work well for the thousandth yachtsman, provided he follows instructions and does not introduce some new element that causes failure. If our products work on Monday, they will work on Tuesday. The trouble is that yachtsmen see the failure but never inquire into the cause. For instance: We got a batch of "Celastic"* returned by a highly angered customer, together with half a can of dunk—all bearing our label. The dunk would not activate the "Celastic". Therefore, it was "no good." We activated the "Celastic" without trouble using our own dunk, gaining perfect adhesion, perfect performance. Then we went after the contents of that can. Laboratory analysis showed it to be alcohol—99% pure, 1% esters—and alcohol will not activate "Celastic". We don't know how the alcohol got into the can, but we do know we didn't put it there, We know also that in an important area of the country, yachtsmen who heard about this fiasco are saying that "Celastic" is no good.

Another case: An irate customer brought in a package of 3-Ton Adhesive which "would not work". He had been unable to stick two pieces of metal together. He had the metal with him. In his presence we mixed up the 3-Ton which he brought back, stuck together his two pieces of metal and in a few minutes we were unable to pry them apart with a crow-bar. What had he done? We have no idea, but we do know that when the directions were followed, the 3-Ton worked as we said it would work. The point of it is that it will always work because the laws of chemistry don't change.

We had another case where samples of 3-Ton were sent back to us. The customer said it acted like putty. The laboratory found it *was* putty. Chemical analysis failed to show a trace of 3-Ton Adhesive. Someone had used putty in place of it and blamed the 3-Ton.

I suppose I am getting crotchety as I grow old, but I strongly resent having our wonderful products get an undeservedly bad name with anyone. We have very few failures, but I cannot recall a single failure of any of our products that was demonstrably the fault of the product. Here are the products we sell:

"CELASTIC"

A plastic-impregnated fabric that looks like thick blotting paper. When it is immersed in an activator we call dunk, it comes out like a limp wet dish-rag—soft, pliable, conforming to every curve. You will find it to be the most accommodating and manageable material you have ever used. In a few minutes it starts to harden and after 48 hours, it is almost unbelievably tough and hard. You put nothing under it. You put nothing over it except paint, but it takes paint beautifully. Used on bottoms, it waterproofs, strengthens and protects the hull and frees the owner from the annual job of calking, filling seams and checks. Used on decks and cabin houses, it forms the most beautiful water tight covering that is kept in perfect condition by an occasional thin layer of paint.

To order "Celastic", first measure the surface to be covered, then figure your requirements from the table at the end of this advertisement, making no allowance for waste. Send for booklet, "Questions & Answers."

3-TON ADHESIVE

This product was developed originally as a filling for teeth and as a material from which false teeth can be made, so you will realize how tough and hard it is and how amazing its adhesion. Its pull-apart strength is 6,000 pounds per square inch — hence its name. As a seam filler and to repair anything of wood or metal, it is the most useful material imaginable. Three types of powder: Natural (a creamy tan), Mahogany and Aluminum. Two types of activator: Slow, which cures in about a half-hour at 70° F. Fast, which cures in about five minutes at 70° F. We recommend Natural powder and Fast activator except where circumstances indicate other materials. A package sufficient to make about one-half pint of adhesive at **$3.96.** A Jumbo package, sufficient to make about one gallon of adhesive—**$32.00.** Postage paid on all except C.O.D. orders.

It is also coming out in brushing form so that it can be painted right on a hull to make a tough and absolutely impervious coating.

Brushing 3-Ton is being sold to guinea pig sailors who are willing to try something that is not yet fully proved. But, although many guinea pigs have tried it, we have not had a single adverse report. It will not, however, be marketed regularly until it has had further testing. Its current price to guinea pigs is **$29.50** per gallon. Transportation prepaid on all except C.O.D. orders.

CHILLED VARNISH

The best investment of time and money that I know is to put on a good coat of Chilled Varnish over all your bright work when you haul out in the fall. You will be amazed at how well it will survive the winter. A good coat of varnish in the fall is the best insurance against wooding down and building up coat after coat in the spring. Chilled Varnish has not only the wonderful longevity that will see it through the winter, but it can also be applied in cold, damp weather, when you would not think of using any other varnish. At yards and dealers, or direct by mail, at **$2.95** per quart. Postage paid on all except C.O.D. orders. Send for "Memo on Varnishing."

DUMBBELL PUDDENING

This is a new puddening, or fendering, for the gunwales of dinghies. It has a cross-section like a dumbbell, consisting of two beads of sponge rubber, formed on a web of steel. The whole is coated with rubber and then covered with mildew-proofed ten-ounce sailcloth and furnished with large brass grommets for screw attachment to the dinghy. It can readily be removed for repainting. On docks and floats, both beads are placed on the side. On dinghies, one bead protects the side of the gunwale and the other the top. Small, neat, efficient, tough, it has everything at a remarkably low price. Small size with 3/8" interior cushion, 1 1/4" overall (fits neatly on a gunwale 7/8" wide or wider) **39¢** per foot. Large size with 1/2" interior cushion, measuring 1 3/4" overall (fits on a gunwale 1 1/4" wide or wider), **45¢** per foot. No fractional footage sold.

*Reg. U.S. Pat. Off. by The Celastic Corporation

"CELASTIC" Price List

Thick "Celastic" fabric for big boats and hull repairs where additional structural strength is required—48" wide,
Per lineal yard **$8.00**

Thin "Celastic" fabric for decks, waterproofing, etc. 46" wide
Per lineal yard **6.40**

Amateur Dunk— Per gallon **5.60**
Per 5-gal. drum **16.66**

New Super Dunk—slow-setting, superior adhesion, especially to metal.
Per gallon **7.70**
Per 5-gal. drum **29.15**

Patching Cement Per quart **3.33**
Metallic Filler Per quart **3.40**

Full instructions with each order. Transportation charges collect. No fractional yds. or gals. sold. Order 1 gal. Dunk for 3 lin. yds. thick or 5 lin. yds. thin + 1 gal. "for the pot." Add 50% for outdoor winter use. Add 100% for outdoor summer use.

H. A. CALAHAN, INC. 859 Mamaroneck Ave., Mamaroneck, N. Y.

Telephone: MAmaroneck 9-2082

A MORE EFFICIENT YACHT YARD

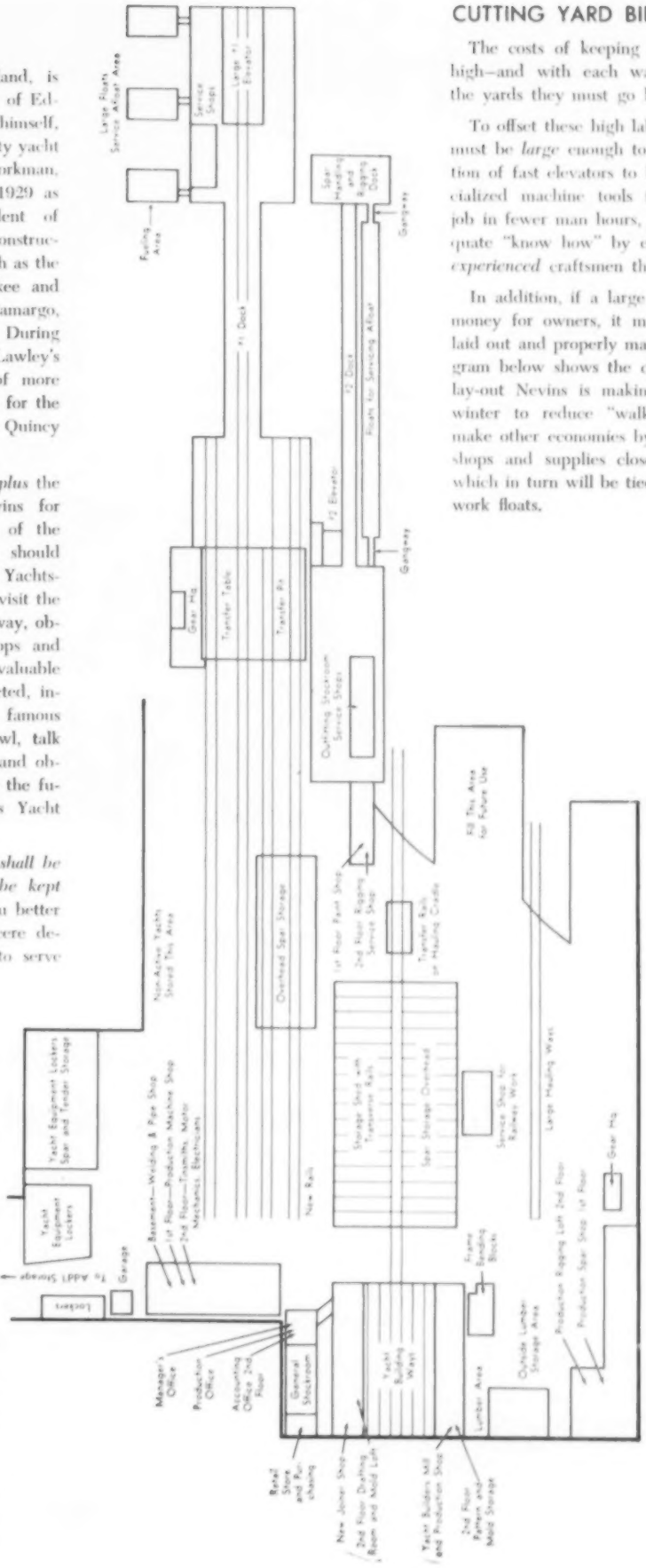
Nevins Yacht Yard, City Island, is now under the personal direction of Edward D. Whiting. A yachtsman himself, Mr. Whiting's experience in quality yacht building started in 1920 as a workman, in 1924 as a foreman, and in 1929 as manager. He was superintendent of George Lawley & Son during construction of famous quality yachts such as the America's Cup contenders, Yankee and Whirlwind; also Migrant, Camargo, Hardi-Biau, and many others. During World War II, as President of Lawley's he managed the construction of more than 300 vessels of various types for the Navy. He is now President of the Quincy Adams Yacht Yard.

With this management talent, *plus* the outstanding reputation of Nevins for quality work, *plus* cooperation of the Nevins' craftsmen – the results should please experienced yacht owners. Yachtsmen and captains are invited to visit the yard, witness the progress underway, observe physical conditions of shops and storage facilities where their valuable property is respected and protected, inspect construction of the now famous Nevins' 40 foot centerboard yawl, talk with the experienced craftsmen and observe their morale and hopes for the future of themselves and Nevins Yacht Yard.

It is Nevins' goal that *quality shall be maintained*, that *promises will be kept* and *costs shall be decreased*–thru better planned operations and the sincere desire of each person at Nevins to serve you.

40 FOOT YAWLS MOST POPULAR

Nevins took a gamble on the Sparkman & Stephens designed centerboard yawls. By laying out *six*, the cost was better than 20% *lower* than in building one, and each of the six was snapped up before completion! Another group is now being laid out for delivery dates from December 15 through May 1st. These boats will be sister ships to the already famous Golliwogg, and in the same family and off the same boards as that top boat in any fleet, Finisterre. This yawl will win races and also provide delightful cruising. If you would like to read a booklet describing the boat, phone City Island 8-1423 or write NEVINS YACHT YARD, 204 CITY ISLAND AVE., CITY ISLAND 64, NEW YORK.



CUTTING YARD BILLS

The costs of keeping a boat are too high–and with each wage increase in the yards they must go higher.

To offset these high labor costs a yard must be *large* enough to justify installation of fast elevators to haul boats, specialized machine tools for doing each job in fewer man hours, to provide adequate "know how" by employing many *experienced* craftsmen the year round.

In addition, if a large yard is to save money for owners, it must be properly laid out and properly managed. The diagram below shows the changes in plant lay-out Nevins is making this fall and winter to reduce "walking time" and make other economies by having service shops and supplies close to the boats, which in turn will be tied up to the new work floats.

Photo courtesy of M. Rosenfeld

Luxury plus. The stunning *Rhonda III* was designed by M. Rosenblatt & Son, naval architects and marine engineers of New York City. She was built by The Ingalls Shipbuilding Corporation, Pascagoula, Miss. *Rhonda III* is fully air-conditioned, equipped with radar, a fire detection system, and 8-station intercom. There are spacious staterooms for three couples, two large lounge areas, dining salon, full-width galley, crew's mess, and quarters for crew of 5-7. Headroom is 6-feet 4-inches throughout.

Trim... Sturdy... Beautiful...

Rhonda III "has everything" ...including Monel shafts

Regal in appearance . . . superb in craftsmanship . . . built of quality materials throughout . . .

That's *Rhonda III* – every inch a queen!

From her all-welded steel hull right to the tip of her antenna mast of Monel* nickel-copper alloy, she's as smart and seaworthy as it is possible to build her.

Powered by twin Diesels, this graceful ninety-six footer has a maximum speed of fourteen knots. She cruises comfortably at twelve and a half.

Her propeller shafts, as you might well expect, are Monel nickel-copper alloy. Truly the "Seagoin'" metal, Monel alloy combines strength with high resistance to corrosion. It virtually assures extra safety, longer life and smoother performance in *any* boat!

Next time you buy a boat or equipment, keep Monel alloy in mind. Make it *your* choice wherever rust, corrosion or excessive wear is a problem. Monel alloy is your guide to "Seagoin'" quality in shafts . . . fuel and water tanks . . . galley equipment . . . fastenings . . . fittings . . . accessories.

The International Nickel Company, Inc.
67 Wall Street New York 5, N. Y.

INCO TRADE MARK **Nickel Alloys**

Monel *". . . it's the Seagoin' metal"*

Monel and Seagoin' are registered trademarks of The International Nickel Company, Inc.

K 35

OUTSTANDING PERFORMANCE
SPACIOUS COMFORT
IDEAL FOR CRUISING AND RACING

If your yachting requirements include exceptional speed, superb handling qualities, extraordinary grace, and luxurious appointments, please accept our invitation to inspect the KNUTSON 35, and to see her under sail.

THOMAS KNUTSON SHIPBUILDING CORP.

HALESITE, LONG ISLAND, N. Y. PHONE: HAMILTON 1-3300

LIMITED SPACE STILL AVAILABLE FOR WINTER STORAGE

Through HURRICANE WEATHER with RAYTHEON RADAR

58' YACHT MILLIE JEAN, OWNED BY JOSEPH J. ROBBINS, BOSTON, MASS.

"...sure gives one a lot of confidence—"

"I had very bad weather from New York to Norfolk as I was really in the fringe area of the October hurricane. The weather was very foul—fog, haze—and it was my first trip outside to Norfolk. The radar worked fine—not once throughout the night was I worried. I also use it traveling through the Islands and in the inland waterways. Raytheon Mariners Pathfinder Model 1500 radar sure gives one a lot of confidence—I would not be without it." *Joseph J. Robbins*

RAYTHEON RADAR
Mariners Pathfinder Model 1500

Ideal for yachtsmen this radar is built to professional standards by the world's largest manufacturer of radar. Aboard the finest yachts, ocean liners such as the S. S. United States and hard-working commercial craft, Raytheon radar provides safety, precise navigation and top-notch performance in every respect.

FEATURES OF RAYTHEON MARINERS PATHFINDER® RADAR

- ★ COMPACT—ONLY TWO UNITS
- ★ BIG 10" SCOPE WITH REFLECTION PLOTTER
- ★ 1, 2, 4, 8, 16, 32 MILE RANGES
- ★ EASY TO INSTALL AND OPERATE
- ★ THREE-WAY INDICATOR MOUNTING
- ★ MODESTLY PRICED—UNDER $4000

Excellence in Electronics

For full details and address of nearest Raytheon office, please write Dept. 6120.

RAYTHEON MANUFACTURING COMPANY

Equipment Marketing Department, Marine Sales, Waltham 54, Mass.

RAYTHEON

A-1036

ALDEN BOATS

FAMOUS FOR OVER FORTY YEARS

JOHN G. ALDEN & CO., INC.

131 STATE STREET BOSTON CApitol 7-9480

DESIGN ★ ★ ★ BROKERAGE

MEMBER YACHT ARCHITECTS & BROKERS ASSOCIATION INC.

NEW YORK OFFICE: 11 BROADWAY, N. Y. C., Tel. WHitehall 4-7026

Philadelphia Representative: S. Griswold Flagg, Jr., Chester Springs 2191

CENTERBOARD, RAISED DECK SLOOP from Rhodes' designs, built 1950. One owner. A-1 specifications. Sleeps 6-7. Best equipment. 43'6" x 30' x 11'6" x 4'6". Rates 30.0 CCA. Located N. Y. ALDEN No. 4396

A TOP FLIGHT OCEAN RACING-CRUISING KETCH, 39' l.w.l. Rhodes design, built 1946-47. Double cabin arrangement, midship cockpit, sleeps 6-8. A-1 equipment. Original owner offering for fall delivery. Maine or N. Y. ALDEN No. 4026.

ALDEN SCHOONER 60' x 45' x 14'9" x 7'10", built 1934. 1949 G.M. Diesel and 1950-53 Dacron sails. Completely reconditioned for 1956 Bermuda race. Modern staysail rig. Sleeps 6 plus 2 crew. Located R. I. ALDEN No. 582.

STOUT FELLA JUNIOR SLOOP by Dunham & Stadel 1941, new Gray engine 1953. 19' l.w.l. Has w.c. and sleeps 2 in cockpit. Has been well owned and cared for by only two owners and moderately used. Located Maine ALDEN No. 5753.

97' DANISH KETCH, commercial vessel better built than average and used more as a yacht by retired Danish shipmaster. Would make fine offshore cruiser or sailing houseboat. Built 1939 and classed under Bureau Veritas. Located Denmark. ALDEN No. 5098.

HANDSOME AND SMART 30'6" L.W.L. AUX. CUTTER of the older type designed by Burgess and built by Julius Peterson in 1934. Had new engine 1955. Decks repayed this year. Teak, cedar. Everdur fastened. Located near Boston. ALDEN No. 3401.

HUCKINS "DOGHOUSE 40" built 1946-47, new Chryslers 1956. Hull completely reconditioned 1951. Much new equipment, including elec. stove, refrig., RDF, auto pilot, fathometer, etc. On Great Lakes. ALDEN No. 2264.

146'9" STEEL SEAGOING DIESEL YACHT, twin screw, Geary design, Craig built 1931. All modern equipment. Sleeps 7-9 plus crew. Well kept and offered at fraction of replacement cost for immediate sale. ALDEN No. 2178.

EGG HARBOR SEA SKIFF, 1952 model, twin Chrysler Aces. Sleeps 2 and is well equipped, including much fishing gear. One of the few boats of this model available. Located Maine, later Mass. (photo of similar boat). ALDEN No. 1117.

1951 GREBE 57' twin Diesel yacht for sale or charter after Sept. 1. Two double rooms and 2 berths in main cabin plus crew quarters. A luxurious and able cruiser. Will be south this winter. ALDEN No. 4114.

32'8" UTILITY CRUISER, designed and built for member of the firm of builders, Chrysler Crown. Sleeps two, attractive and able boat, excellent for sport fisherman or party boat. Located Connecticut. ALDEN No. 1835.

TEAK PLANKED MOTOR SAILER, designed by Kromholz & built by Jacob 1934. 50'8" x 46' x 14'3" x 5'6". 165 HP G.M. Diesel 1948. Sleeps up to 8. Well built, able motor sailer with 1000 sq. ft. of working canvas. Located Fla. ALDEN No. 4954.

ALTHOUGH THE SUPPLY OF GOOD USED BOATS IS STILL LIMITED, WE ANTICIPATE AN ACTIVE FALL MARKET. IF YOUR BOAT—SAIL OR POWER—IS FOR SALE OR CHARTER THIS WINTER, WE WOULD LIKE TO HAVE THE LISTING.

Florida yacht sales inc.

sales • charters • management

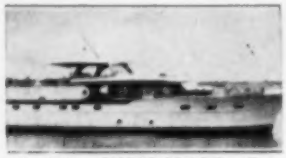
146′ STEEL CRUISER. Twin Winton Diesels rebuilt '51, five staterooms. Fully equipped and maintained in the finest yacht fashion. In full commission ready to go anywhere.

110′ CONVERSION. Twin 500 hp GM diesels, like new, speed to 10 K. 6 dbl staterooms, 4 baths, galley & dining salon on deck, 100 cu. ft. refrigeration, 4600 gals. fuel. Yacht condition. Estate sale.

104′ CONVERSION. 6 GM 6-71 Diesels, three screws. 16 knots cruising. Sleeps 8 in party, completely air-conditioned, Sperry automatic steering, etc. Finest condition throughout. Sale or charter in Florida.

82′ 1928 MATHIS Houseboat. Twin 1952 GM diesels, hull refastened 1955. 110 volt diesel gen. Sleeps 8 plus 6 crew, 4 staterooms, freezer, auto pilot, 17′ launch, etc., etc. Immaculate. $65,000.

55′ 1952 WHEELER. Flush deck, cockpit aft. Twin GM diesels, 2 dbl. staterooms aft, each with bath. Diesel gen, auto pilot, radio, fish chairs, etc. Exceptionally well-maintained yacht.



54′ 1951 CHRIS-CRAFT. Twin GM diesels. Teak decks. Sleeps 6 plus crew. Present condition, large inventory cannot be improved upon. Northern waters—immediate sale.

61′ 1956 FEADSHIP (Brand New). Twin GM 6-71 Diesels, sleeps 6 aft, central air-conditioning plant. All teak superstructure, teak decks, fishing cockpit, steel hull, Panish controls, 5 KW US diesel gen., 85 watt Pearce-Simpson radiotelephone, intercom system, depth recorder, RDF, auto pilot, elec toilets, air horns, elec windlass, 2 Constavolts, CO2 system, etc. Immediate delivery.

52′ 1954 HUCKINS "Linwood". 2 GM inclined 6-71's. Sleeps 6. Loaded with extras, custom interior. Deluxe fishing and cruising with unsurpassed performance.

51′ 1933 SPARKMAN & STEPHENS by Lemos Bros. Twin GM 6-71's, 15 mph cruising. Sleeps 6 plus 2 crew. Well equipped, superior quality, perfect condition. Bargain $28,000.

50′ 1947 BURGER. Twin GM 6-71's, diesel gen. Sleeps 8 plus 2 crew. Radiotelephone, RDF, auto pilot, CO2 system, elec windlass, dinghy, outriggers, fish box, air horns, etc. Real value, $45,000.

50′ 1954 (May) WHEELER. Twin GM 6-71's. Sleeps a total of 8 plus 2 crew. Apelco 75W radio, RDF, auto pilot, depth sounder, etc. Fishing cockpit & equipment. New condition throughout.

42′ 1955 (Oct.) STONINGTON. Twin Hercules 150 hp diesels, sleeps 5, teak decks, Constavolt, pram. 1.8 gals per hour. Long range, low maintenance, walk-around decks. Ideal cruising yacht.

46′ 1955 GULF COAST Cruiser. Twin 155 hp Nordbergs. Sleeps 4 plus 1 crew. Cypress planked, monel fastened. 16 mph cruising. Unusual design. Highly recommended.

40′ 1947 HUCKINS. Rebuilt '56. New Chrysler Crown Specials. Triple planked hull. Sleeps 5. Like new condition, many custom features, excellent inventory. $30,000.

50′ 1949 VINYARD. Twin 1951 GM diesels. Sleeps 8 plus 1 crew—15 knots cruising. Top quality, finished like a grand piano, furnishings like new. Bargain at $40,000.

40′ 1954 (Oct.) WHEELER EXPRESS. Twin GM 4-51 diesels, sleeps 4. Pearce-Simpson radio, auto pilot, fish chairs, all teak decks, etc. Super clean. Asking $35,000.

41′ 1951 MATTHEWS DCFB. Twin 1955 Chrysler V-8 200's. Sleeps six, dual controls, 30 watt RCA, auto. pilot, RDF, depth finder, hydraulic controls, CO2 system, etc. Asking $24,500.

36′ HINCKLEY Yawl (never used), $16,585. Also a good selection of used Hinckley sloops and yawls—some with doghouse. Write for details.

41′ 1954 (Model) MATTHEWS Convertible. Twin 200 hp V-8 Chryslers. Plan B, sleeps 6. 65 watt radio, RDF, auto pilot, depth sounder, CO2 system, etc. Everything for fishing. Asking $30,000.

42′ 1953 CORRECT CRAFT. Twin 100 hp Gray diesels. Sleeps 7, elec refrig., Morse controls, 35 watt radio, dinghy, outriggers, fish box, shower, new salon furnishings. $24,000.

The Largest Builders of Auxiliaries

HINCKLEY & COMPANY

DEALER

Stock and Custom Models

Visit Our
FLORIDA YACHT BASIN OFFICE
on the Miami River
Inspect the large fleet of
Yachts for Sale

26′ - 150′ Stock
and Custom Cruisers.

47′ 1955 Twin G.M.
Diesel Model on Great Lakes.
Immediate Delivery.

THE ABOVE YACHTS REPRESENT LESS THAN 5% OF OUR LISTINGS

FLORIDA YACHT SALES, INC. **530 Biscayne Boulevard** **Miami 32, Florida** **Tel: Miami 82-4788**

E. J. CAMERON—O. W. GARNER—MEMBERS SO. YACHT BROKERS ASSN.

William G. Hobbs

• PHONES
TEMPLE 3-1643
RESIDENCE, VICTOR 4-5369

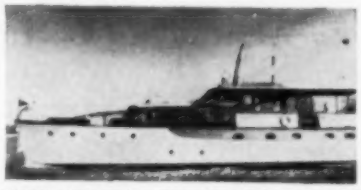
YACHT SALES

SALES ★ CHARTERS ★ MANAGEMENT

205 6th STREET • P. O. BOX 1206 • WEST PALM BEACH • FLORIDA

#2030—60′ 1938 Mathis Houseboat twin Superior Diesels overhauled 1956. 3 double staterooms, 2 baths, plus crews bath, pressure water, deep freeze, dinghy, top condition.

#1754—57′ 1951 Grebe Flush Deck Cruiser 2-G.M. 6-71 diesels, teak decks, two double staterooms, 2 complete baths, carpeted, electric refrigeration, deluxe equipment. Beautiful Decor. Finest available.



#2070—57′ 1948 Burger Cruiser 2-G.M. diesels 225 hp. each, 3 double staterooms, two baths, dinghy & motor, S/S, elec-refrigeration. Well maintained.

#2250—40′ 1948 Matthews Sedan twin 150 hp Packards, 2 toilets, shower, elec-refrigeration, pressure water, dinghy, outriggers, fish chairs. Asking $12,500.

#1682—52′ 1954 Huckins Linwood Custom Built 2-G.M. 6-71 diesels, 2 large double staterooms, 2 baths, diesel generator, 2-S/S's, auto-pilot, all deluxe equipment.

#1761—30′ 1949 Morgan Sport Fisherman twin 1952-145s acc. for 4, electric toilet, galley, automatic pilot, complete fishing equipment.

#2021—32′ 1950 Matthews Fisherman Custom Fly Bridge, 1956 Chrysler Ace Specials 110 h.p. ea. combination ship-to-shore and R.D.F., complete fishing equipment.

#2214—35′ 1954 Chris-Craft Commander 2-145s, all teak decks, sleep 6, electric refrigeration, S/S, dinghy & motor, well maintained.

#2260—35′ 1953 Chris-Craft Commander F.B. 2-145s, dual controls, S/S, fighting chair, outriggers, acc. for 6, elec.-refrigeration.

#2223—40′ 1951 Matthews D.C.F.B. 1955 Chrysler V-8s, monel tanks, 3 K.W. generator, 2 toilets, shower, elec.-refrigeration, S/S, outriggers, fish chairs. Immaculate.

#2246—40′ 1947 Huckins Double Cabin F.B. 2-1956 Chrysler 135s, acc. for 5, all electric galley, 2-electric toilets, shower, automatic pilot, R.D.F., every conceivable extra.

#2247—40′ 1936 Huckins Off-Shore Model 1952 Kermaths 130 h.p. each, acc. for 5, dinghy & motor, shower, 2 toilets, S/S, very well equipped.

#2172—41′ 152 Matthews Plan A twin G. M. 4-71 diesels, 2 toilets, shower, automatic pilot, S/S, pressure water, very clean.

#2259—41′ 1954 Model Matthews Fly Bridge Sport Cruiser twin Chrysler V-8s, two large Radio Telephones, Fire system, electric refrigeration, Onan generator, Fish chairs. One of the finest equipped and best maintained.

#2148—42′ 1955 Chris-Craft Commodore 2- Chris-Craft 190 h.p. each, all teak decks, sleep 8. Many extras.

#2001—42′ 1955 Matthews Martinique Model 2- Chrysler V-8s, 27 m.p.h. teak cockpit, acc. for 5, elec-toilet, shower, S/S, outriggers, A-1 condition.

#2256—43′ 1953 Johnson Bros. Fly Bridge Fishing Cruiser 2-165s, 18 m.p.h. teak decks acc. for 6, S/S, other extras. Immaculate.

#1940—45′ 1949 Morton Johnson F.B. Fisherman 2-Cummins diesels 165 h.p. each, 4 fish chairs, fight chair, galley, 4 berths, walkaround decks, livewell.

#2112—46′ A.C.F. Double cabin Fly Bridge Cruiser twin 1948 G.M. diesels, 2 double and 1 single staterooms, 2 toilets, elec-refrigeration. Very comfortable for living aboard.

#2165—47′ 1955 Stephens Bros. D.C.F.B. Cruiser, 2-G.M. 4-71 diesels, all teak decks, S/S, acc. for 6, two toilets, shower, elec-refrigeration.

48′ **1949 Huckins Fairform Flyer,** 2 G.M. 6-71 diesel engines, automatic pilot, 100W S/S, elec-refrigeration, completely refinished throughout 1956.

#2235—50′ 1949 Vinyard Fly Bridge Cruiser 1951 G.M. diesels 200 h.p. each, 20 knots speed, dinghy, automatic pilot, pressure water, elec-refrigeration, acc. for 8, S/S, yacht condition.

#1758—50′ 1947 Burger Cruiser two G.M. 6-71 diesels, 3 staterooms, 2 baths, elec-refrigeration pressure water, auto-pilot.

#1410—50′ 1939 Shrimp Hull Yacht 1948 Buda Diesels, teak decks, shower, two toilets, plus crew with shower, elec-refrigeration. Very rugged, able seaboat.

#2075—54′ 1951 Custom Chris-Craft Motor Yacht 1955 G.M. diesels 225 hp. each, 3 KW diesel generator, all teak decks, Custom decor, shower, two heads, finest available. Immaculate.

57′ **1949 Custom Diesel Shrimper** type yacht. 2 double staterooms, 2 complete baths, galley on deck has elec-refrigeration, teak decks, large inventory. The most desirable yacht of her type afloat. For sale by estate.

#1650—60′ 1946 Trumpy Houseboat twin G.M. diesels, acc. for 6, two baths, diesel generator, tastefully furnished, yacht condition.

#1577—60′ 1955 Burger Flush Deck Cruiser twin G.M. 6-71s, 7½ K.W. generator, 2 double staterooms, 2 baths. Finest equipment.

#1290—70′ 1946 Petersen Diesel Cruiser twin G.M. 6-71s 7½ K.W. diesel generator, Dbl. planked, teak decks, 1 double and 2 single staterooms, 2 baths, plus crew quarters and bath.

#2040—80′ Mathis Houseboat rebuilt 1954—1947 twin G.M. 6-71 diesels, 15 K.W. diesel generator, four staterooms, very commodious. Beautiful condition.

#2062—85′ 1951 Stephens Ocean Going Yacht 4-G.M. 6-71 diesels, teak decks, 3 double staterooms, 3 baths. Excellent equipment, beautiful decor.

#2208—110′ Steel-Lawley Flush Deck Cruiser twin 1956 G.M. 6-71 diesels 17½ MPH, new teak decks, completely rebuilt 1956. 5 double staterooms, 5 complete baths.

#2245—36′ 1953 Sloop Motor Sailer G.M. 4-51 diesel, built by William H. Albury, acc. for 4, enclosed toilet & lavatory, galley, had little use.

#2151—37′ 1953 Stonington Motor Sailer. Scripp 84 hp. diesel, acc. for 4, S/S, autopilot, Vessel & equipment in top condition.

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SELECTED LISTINGS
From Our Files
POWER

L-8602—86'x16'6"x6' built for U.S. Coast Guard 1944 converted by Fellows & Stewart, Calif. 1947. Twin G.M. 200's. 3 singles. 1 dbl., 2 baths plus 2 in crew. An able, off shore cruising yacht. Florida.

L-8503—85'x15'x5'8" N.Y. Y. L. & E. Co. 1927. Twin G.M. 200's. 2 dbls. 2 singles, 2 baths plus 4 in crew. Excellent equipment. Owner wants offer. New York area.

S-8502—85'x17'x8' Ocean Going Yacht by Wells built Germany 1926 all teak. Twin G.M.'s. 2 dbls. 1 single, 2 baths plus officers stateroom and crew of 2. Has crossed Atlantic. In Florida.

K-7704—77'x16'x5' N.Y.Y.L. & E. Co., 1926. Twin G.M. 225's. 2 dbls. 2 singles, 2 baths plus crew of 4. Excellent equipment. Florida.

M-7703—77'x20'x4'6" Converted by Luders 1948. Twin G.M. 275's. 3 dbls. 2 baths plus crew of 4. Extensively equipped. East coast.

S-7003—70'x14'9"x6' Fly. Br. Yacht built by Peterson 1933. Twin G.M. 200's rebuilt 1952. Sleeps 6. 2 baths plus crew of 2. An excellent and able off shore yacht. Florida.

P-6303—63'8"x14'8"x3'9" Flush deck Grebe 1937. Twin G.M. 200's 1951. 3 dbls, 2 baths plus crew of 2. Exceptionally well equipped and reported in very good condition. Gulf area.

S-6004—59'6"x15'3"x4'6" Flush deck Yacht 1947. Steel construction. Twin G.M.'s rebuilt 1953. Sleeps 5 plus 3 in crew. Florida.

W-6001 59'11"x15'x4' Fly. Br. Lounge deck Consolidated 1946 Twin G.M.'s 3 dbls. 2 baths plus 2 in crew. Florida.

S-5707—57'x14'x5' Fly. Br. Elco 1941. Twin G.M.'s 1951. Sleeps 7, 2 baths plus 2 crew. Refinished and redecorated 1956. Top yacht condition. Florida.

S-5502—55'x14'6"x4' Promenade Wheeler with cockpit 1952. Twin G.M.'s. Sleeps 8, 2 baths plus 2 crew. Top condition & equipment. Florida.

T-5406—54'x12'10"x3'9" Fly. Br. Annapolis 1939. Twin G.M's rebuilt 1955. Sleeps 4 plus crew. Florida.

K-5208—52' Linwood by Huckins 1954. Twin G.M. Exceptionally spacious owners quarters plus 2 in crew. Florida.

A-5204—52'9"x12'8"x3'9" Fly. Br. Cruiser by Peterson in 1936. Twin Sterlings 180 h.p. 2 dbls. 2 baths plus 2 in crew. Very well equipped and in top condition. Florida.

D-5012—50'x12'4"x4' Fly Br. Dawn 1946. Twin Hall Scotts rebuilt 1953. 2 dbls. 2 baths plus 1 in crew. Realistically priced. New York.

P-4903—49'1" Off Shore by Huckins 1955. Twin G.M. 235's. Sleeps 6, 2 baths. A top offering. East Coast.

P-4817—48'x13'6"x3'6" Fly. Br. Wheeler 1951. Twin Chrysler 200's 1955. Sleeps 6, 2 baths plus 2 in crew. Excellent equipment. Fairly priced. Florida.

S-4705—46'8"x12'8"x3'10" D.C.E.B. Annapolis 1946. Twin G.M.'s. Sleeps 5, 2 baths, plus 1 crew. Florida.

J-4522—45'8" Neptune by Huckins del. 1947. Twin G.M.'s rebuilt 1954. Ex. cond. Florida.

M-4051—40'8"x12'x2'4" D.C. Huckins 1947. Walkaround decks. Twin Chryslers 1956. Ex. Equipment & top cond. Detroit area.

CALIFORNIA YACHTSMEN NOTE!

Y-4302—43'x12'6"x3'8" Fly Br. Cruiser des. by Monk and completed Aug. 1955. Dual cont. Twin G.M's. This exceptional yacht is being sacrificed because owner wishes auxiliary for next Honolulu race. Finest construction and equipment. Located "CALIFORNIA".

M-5029—50'x13'x3'8" Fly Br. Vinyard 1949. Twin G.M's 1951. Sleeps 8, 2 baths, plus 1 in crew. Equipped for extended cruising at 15k with top of 20k. Excellent condition. Florida.

A listing on your yacht will be greatly appreciated. Our clientele is nationwide and we are constantly searching for suitable yachts to fill their particular requirements in POWER—MOTOR SAILERS—AUXILIARIES.

G-5212—52'x13'6"x3'9" Fly. Br. Holland American 1953. Steel construction. Twin G.M's. 2 doubles, 2 baths, plus 2 in crew. Diesel Gen. 100 W. S. to S. Elec. refrig. deep freeze. An excellent able cruiser in top condition.

H-5702—57'x14'6"x5' Flush deck Burger 1948. Twin G.M. 225's. 3 dbls. 2 baths, officers stateroom plus 2 crew. Diesel Gen., oil heat, CO2. S. to S., R.D.F., Auto. Pilot. In top condition throughout. East Coast.

We have many interesting listings in MOTOR SAILERS. Write, Wire or Phone your requirements.

SELECTED LISTINGS
From Our Files
CHRIS-CRAFT

J-6205—62' Flush deck 1951 Twin G.M's overhauled 1955. Sleeps 6 with 2 baths plus 3 in crew. Excellent equipment including air conditioning.

K-5407—54' Constellation 1955. Twin G.M's. Completely equipped, ready to cruise and in excellent condition. East Coast.

B-5201—52' Conqueror 1953 Twin G.M's. Standard layout. Custom hard top over lounge deck. Beautifully maintained and equipped. Florida.

P-5020—50' Catalina 1951. Twin 160's. Excellent. Florida.

G-4720—47' Buccaneer 1951 Twin 160's. Well equipped including air conditioning. Florida.

L-4628—46' Fly. Br. 1949. Twin 160's. Excellent equipment including fish chairs & tackle. Fla.

C-4251—42' Challenger 1952. Twin 160's Always kept in boat house & in fresh water. Texas.

S-3621—36' Sedan 1947. Twin F.W. cooled Chrysler Crowns. In under cover storage for 3 years. Excellent cond. Fla.

L-3520—35' Commander. Fly. Br. Dual Cont. 1953 Twin 145's. Very little time on motors. Ex. condition. Fla.

W-3427—34' Commander 1953. Hard top. Twin 145's Ex. equipment and condition. Florida.

HOUSE BOATS

HV-8505—85'x18'x3' Mathis 1924. Twin Cummins diesel rebuilt 1954. 3 dbls., 1 single, 4 baths plus crew. Florida.

HM-8002—80'x17'6"x3'6" Mathis 1920. Twin G.M's. 1948. 4 dbls., 1 single, 3 baths plus 4 in crew. Ex. condition. East Coast.

HP-6502—65'x15'7"x4' N.Y.Y. L. & E. 1924. Twin Gray 165's. 2 dbls, 1 single. 2 baths plus 3 in crew. Florida.

HM-5701—57'3"x14'4"x4'6" Watts des. 1926 Twin Chrysler 145's. 1952. 2 dbls., 1 single, 2 baths, plus 2 crew. East Coast.

HM-5002—49'10"x15'x3'6" N.Y.Y.L. & E. 1922. Gray 200 Diesel. 1 dbl., 1 single, bath, plus crew of 1. Excellent cond. Texas.

AUXILIARIES

SN-8402—84'x18'2"x10'2" Alden Schooner 1930. Superior diesel 1946. Sleeps 7, 2 baths plus 4 in crew. New Eng. area.

SW-6402—64'x15'3"x8" Mower des. Staysail Schooner 1921. 130 h.p. C. C. 1953. Sleeps 6, 2 baths, plus 3 in crew. New Eng. area

SN-5606—56'2"x13'x7'10" Sands. Yawl 1934. 74 h.p. Gray 1955. Sleeps 6 plus 2 crew Ex. racing record. Florida.

SW-4303—43'6"x11'6"x4'6" C.B. Sloop by Rhodes 1950. Gray Lugger. Sleeps 6. Top offering. N.Y. area.

SS-4204—42'2"x10'8"x5'10" Alden Sloop 1939. 60 h.p. Gray 1956. Sleeps 4 plus 1 crew. Fla.

SC-4004—40'2"x10'x6' Steel Ketch built in Holland 1953. 31 h.p. Gray rebuilt 1956. Sleeps 4-5 Beautiful condition. Fla.

SJ-3518—35'1"x9'6"x5'6" Geiger des. Cutter 1940 20 h.p. Gray. Sleeps 5. Ex. sail inventory. Chesapeake Bay area.

SH-3003—30'x7'10"x4'3" Sloop by Van de Stadt 1954. Mercedes 50 h.p. Sleeps 4. Top condition. Fla.

SF-2703—27'x9'x4' Hanna Ketch 1927 25 h.p. Universal Sleeps 3. Florida.

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Sparkman & Stephens' office at 11 East 44th Street, New York 17, is conveniently located to Grand Central Station. Their objective in every transaction is to have two satisfied customers—the buyer and the seller.

No. Y-5946—FOR SALE OR CHARTER—Twin screw Diesel yacht 70' x 15' x 5', custom built from Wells' designs. Dining saloon in deckhouse, double and two single staterooms, G.M. power. See SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.

No. Y-15487—FOR SALE—54' Chris-Craft. Large deck saloon, two double staterooms, two lavatories, teak deck, General Motors Diesel power. For further data see SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 23557.

No. Y-15351—1955 Fast sport fisherman 33' x 10' x 2'6", designed and built by Morton Johnson. For sale as owner has purchased a larger boat. For further data see SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.

No. Y-15481—FOR SALE—Most interesting sloop rigged motor sailer 33' x 27'6" x 11' x 3'8", recently completed from Al Mason's designs. Extraordinary amount of room for a boat of her size. See SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.

No. Y-15485—FOR SALE—Elco cruiser 30'9" x 9'4" x 2'5". Two berths in main cabin, semi-enclosed deckhouse, after cockpit. Well maintained. See SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.

Y-7400—FOR SALE—Week Ender Sloop, 35' x 27' x 9'5" x 5'6", built by Lawley from our designs. Main cabin, double stateroom forward, galley aft, large cockpit. SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.

No. Y-6566—FOR CHARTER, winter or summer, 91' over all steel schooner of Pilot boat designs. Sister ship of the world famous YANKEE. Surveyed by Bureau Veritas. A ship that can go anywhere. See SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.

No. Y-70684—FOR SALE—Auxiliary cutter 46'8" x 32' x 11'2" x 6'6", built from Rhodes' designs. A most roomy boat below with four berths in main cabin and double stateroom forward. A cruising boat with a good turn of speed. SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.

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46' CHRIS-CRAFT CONSTELLATION delivered November 1955. twin 200 hp CC5s. Well equipped including 65W ship to shore, automatic pilot, hot water, fume detector, etc.

47' ELCO 1948 Sedan. 1954 twin V8s. Extras include fume detector, heating, RCA radiophone, pressure water, RDF, Raytheon depth finder. Very good condition.

CHRIS-CRAFT CATALINA 1951 powered with three 145 hp Chris-Crafts, speeds to 22 mph. All desirable equipment including RDF, radiophone, heat, hot water, fish chairs, CO2, dinghy. Priced reasonably at $23,500.

50' WHEELER custom built for off shore cruising 1950. Twin GM Diesels. This sport fishing cruiser recently returned from extended cruise in Cuban waters. Very fairly priced.

52' CHRIS-CRAFT CONQUEROR 1953. Twin GM 6-71 Diesels. Sleeps 10. Teak decks, automatic pilot, depth finder, radiophone, bilge alarm, dinghy, foam rubber furniture, Diesel generator.

POWER

38' WHEELER SEDAN with flying bridge 1954-55. Twin 200 hp Chryslers. 17 knots. An excellent fishing boat.

40' WHEELER EXPRESS model delivered late 1955, two GM Diesels. Sleeps 4. Excellent condition and offered at $28,000.

40' MATTHEWS SEDAN with flying bridge 1947. Twin 1955 Chrysler V8s. Dual controls, radiophone, RDF, Kirsten photo-electric pilot, fighting chair, outriggers, fish box, transom door, live bait well. Reasonable.

40' MATTHEWS DCFB 1950. Twin 200 hp Chrysler V8s new 1955. Sleeps 6. RDF, radiophone, fluid heat, auto-pilot, depth finder, pressure water, hydraulic controls. One of the few of this popular model on the market. Asking $24,500.

41' WHEELER SPORTFISHERMAN 1951. 17 knots at 3000 rpm. Air conditioned. Two 150 hp Packards give her speed of 17k nots at 3000 rpm. Air conditioned, heat, radiophone, hot and cold water, shower, fishing gear, generator. $20,000.

42' CHRIS-CRAFT COMMANDER 1953. Twin 160 hp Chris-Crafts. Autopilot with remote station, radiophone, RDF, fish box, 2 fish chairs, rod holders, teak cockpit. $18,500.

42' CHRIS-CRAFT COMMODORE 1955. Twin Hercules Diesels, cruises 15. Teak decks, RDF, radiophone, autopilot, depth finder, outriggers, fish chairs, live well. Fairly priced at $30,000.

48' HUCKINS OFFSHORE delivered 1947. GM 6-71 Diesels overhauled 1956. Completely modernized 1956.

52' HUCKINS LINWOOD 1954. GM Diesels give her a cruising speed of 18.5 knots. Accommodations for 4 in owners party and 2 crew. Offered by estate.

55' WHEELER Promenade Deck Cruiser 1952. Teak decks. 32V generator, 11' aluminum skiff with livewell, radiophone, RDF, depth finder, autopilot, heating system. Twin GMs.

71' ANNAPOLIS Flying Bridge Cruiser 1940. Two 6-71 Diesels. Two doubles. 3 crew. Excellent sea boat with large cockpit which may be used for fishing. Spacious aft deck lounge.

85' MATHIS Cruising Houseboat 1928. Twin GM Diesels. Four double staterooms and four baths, two with tubs and two showers. Vessel has been modernized and is in excellent condition. Tastefully furnished.

127' WELLS Diesel Yacht. Steel with teak decks. GM power, 14 knots. Four doubles, two singles and five baths for owner's party. In excellent condition with all modern equipment.

AUXILIARIES

31' LAURENT GILES RNSA 24 KETCH 1949. 25 hp gas engine new 1955. Sleeps three. Ratsey sails. RDF, Pearce-Simpson radio, dinghy. Owner unable to use and priced to sell quickly.

40' HOLLAND STEEL KETCH 1953. 31 hp Gray. Sleeps total 7. Fiberglas dinghy, 50W radio-phone, fathometer. Very able and comfortable.

44' RHODES CENTERBOARD SLOOP 1950. Sails by Ratsey. Easily handled and unusually comfortable. Built to high specifications. $24,000.

48' MOTORSAILER by Tiffany 1937. Superior Diesel rebuilt 1949. One double plus 4 other berths. RDF, radiophone, automatic pilot, fathometer, dinghy, generator.

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54' CHRIS-CRAFT MOTOR YACHT 1951. GM 6-71 Diesels. Diesel generator. Electric windlass, electric refrigerator, many extras. Recently redecorated. $53,500.

ELCO "57" built 1941. GM 6-71s. Completely modernized and unusually well kept. Two double, one single staterooms, 2 crew.

60' FLUSH DECK BURGER 1955. 200 hp GM Diesels. Bottle gas stove, electric refrigeration, RDF, radiophone, automatic pilot. Loveliest Burger we have ever seen.

83' OFFSHORE DIESEL CRUISER 1944 converted 1947. GM 6-71 Diesels new 1954. 12 KW GM 2-51 generator. Comfortable accommodations for 5 in owner's party. Very well equipped. Has recently completed 5000 mile offshore cruise. Excellent boat for Gulf Coast.

85' CONSOLIDATED. Twin GM 6-71's. Two double and two single staterooms. 6 Crew. This lovely yacht believed to be in A-1 condition.

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HINCKLEY "36"—Two of these custom models are now available, each representing replacement costs in excess of $24,000. We can recommend one with teak decks, bronze fastenings, SS rigging, hot and cold water pressure system, shower, cabin heater, fathometer, pulpit and numerous other appointments for $16,000. She rates well under the CCA rule, and cruises five in comfort.

63'4" x 45' x 13'10" x 8' yawl designed by S & S and built by Nevins in a vintage year, 1937. Her reported construction cost indicates that she is one of the finest yachts turned out in the past two decades. Always maintained in top fashion, and her gear and sails are complete for racing. Sleeping 8 aft, we believe she is the leading ocean racer available today. $65,000.

RHODES CENTERBOARD SLOOP—43'6" x 30' x 11'6" x 4'6" built in 1951 to high standards, including teak decks, lead ballast, Everdur fastenings, bronze trunk and board, bronze hull strapping, roller reefing, etc. Sleeps 6 in 2 cabins, and is fully equipped for cruising and racing. Offered by original owner at $24,000.

35' NICHOLSON SLOOP built in 1953. High grade throughout, her specifications include lead keel, mahogany planking, copper rivet fastenings, Burma teak deck and house, and 1956 Palmer engine. She is a sister to the boat Nicholson designed for himself. Sleeps 4, and her canvas is 1953 Ratsey. $16,500.

39' T.S. CONSOLIDATED PLAYBOAT built in 1946 of double planked cedar, bronze, and teak. She sleeps 6, and has always had a professional aboard. She is substantially equipped, and her classic lines will appeal to the discriminating yachtsman. Offered at $16,000.

DCFB CHRIS-CRAFT built in 1948. This 46' T.S. cruiser sleeps 9, has shower, and has been used almost exclusively in L.I. Sound. Always captain maintained, and extensively overhauled recently. $16,000.

ALDEN CUTTER—42' x 31' x 11'10" x 6'2" racing-cruising compromise built in 1938. Mahogany planked, lead keel, Everdur fastenings, and teak deck. Has popular double-stateroom-aft layout with room for crew forward. Her inventory both sail and gear is more than adequate, and the boat is offered in N.Y. area at $21,000.

PERENNIAL LEADERS

HINCKLEY "21"—28'6" Alden auxiliary sloop built for present owner in 1946. She sleeps three persons, and has SS rigging, lead keel, and new deck. $6,500.

MALABAR JR.—31'4" sloop with 2 berths in main cabin and two built-in bunks forward. This is a well maintained family auxiliary. $7,875.

OXFORD 400—This 29' auxiliary sloop sleeps three and is equipped with sailing dink, winter cover, awning, and adequate canvas including 1955 Ratsey main and 1956 Ulmer genoa. The "400" is a personality boat with an unusual turn of speed. $7,500.

BARNACLE SLOOP—34' x 23'4" x 8'8" x 5'4" auxiliary designed by Alden. She accommodates 4 in comfort and has two suits of working sails and some light canvas. Asking $8,500.

RHODES SLOOP—38'10" x 27'6" x 9'9" x 5'6" auxiliary with many custom features such as Edson Wheel steering, teak decks, lifelines, and pulpit. Built in 1941 she has been successfully raced in recent years, and her sail inventory includes: 3 mains, 2 genoas, 2 jibs, and 1 spinnaker. Has a 1956 Universal, 1955 aluminum pram, new sail cover, snatch blocks, etc. She recently received an excellent survey, and we believe her worth the $13,500 asking price.

COASTWISE CRUISER—This 36'5" Alden auxiliary sloop is the first of this popular design to reach the market in many months. She sleeps 4, and has had only 2 owners since her construction in 1939. Reported to be in excellent repair, and offered at $15,500.

HINCKLEY "36"—This custom model was built in 1954 and is comparable to new throughout. Sleeps 5, and has teak decks, shower, sailing dink, lifelines and pulpit, hot and cold water, Kenyon, radio-telephone, and an excellent inventory of Dacron sails. $18,500.

OFFSOUNDINGS YAWL—41'8" x 28'5" x 10'6" x 5'5". This popular Alden design has lasting appeal due to its double-stateroom-aft layout and room for hand forward. Maintained without regard to cost, she has lovely canvas, and much equipment such as a fathometer, R.D.F., radio-telephone, Kenyon, and new SS rig. Asking $16,500.

19 METRE CUTTER—58'10" auxiliary built by Abeking in 1927. Much money has been spent on canvas, equipment, and refinishing during past 2 years, and she appears to be well worth her asking price of $7,650.

12 METRE SLOOP built by Abeking in 1928. Sleeps 7, has new SS rigging, 1953 Gray, radio-telephone, and old but usable canvas. $10,900.

CUSTOM BUILT—RACING RECORDS

37' AUX. SLOOP with S & S—Kretzer pedigree. Built of high grade materials in 1937 and offered for sale by second owner. Sleeps 5, is well equipped for racing and cruising, and always well owned. $22,000.

32' LUDERS AUX. SLOOP built to high standards. Midship cockpit enables 2 of her 4 berths to be in stateroom aft. Asking $9,800.

33' SWEDISH SLOOP designed for ocean racing. No engine, but has 4 mains, 3 jibs, 2 genoas, & 1 spinnaker. Won Harridge Race, 2nd. Fastnet, & 3rd. Baltic Sea Race. N.Y. location. Try $9,500.

CRUISING AUXILIARIES

HERRESHOFF SLOOP—23' x 22' x 8' x 3'6" with 25 H.P. GRAY. Well built in 1940 she sleeps 2, and has head and galley. Always an admired boat, and offered at $6,500.

37' AUX. CUTTER built by Pierce & Kilburn in 1941. Her 28' waterline and 9' beam enable four to cruise in comfort. She has pleasing, distinctive lines and under her present excellent ownership has been extensively cruised and raced. Asking $10,000.

SHOAL DRAFT KETCH—27'4" x25'11" x 7'6" x 3'5" auxiliary built in splendid manner by Quincy Adams. Designed for Bahamas, she sleeps 2 and has lifting rings for shipping. She is a character boat in fine condition. $7,000.

STEEL AUX. SLOOP—This modern 38' boat recently arrived from Holland, and has been extensively improved since then. Sleeps 6, and completely equipped for cruising. Asking $19,750.

40' AUX. CUTTER built in England to heavy scantlings. Has teak decks, doghouse, new Universal engine, roller reefing, new galley appointments, R.D.F. etc. Sleeps 5, and is in our opinion, a fine example of British craftsmanship. Offered at $15,000.

DIESEL M. S. SLOOP

39' ALDEN motor sailer with good sailing ability and a 1951 Gray diesel. Built in 1941 and has teak decks, doghouse, dual controls, CO2 system, etc. $11,000 spent on her in 1951. Reasonably priced at $14,000.

T.S. CHRIS-CRAFT

30' Cruiser built in 1952, but unused in 1952 and 1954. Sleeps 5 and is powered with twin 95 H.P. engines. Has been especially well maintained and carefully used. Asking $8,000.

SPORT FISHERMAN—CHARTER

Available Cape area in fall and Florida in winter is a beautifully maintained & completely equipped Matthews with top notch fishing skipper. Contact N. & J.

— CHARTERS —

BAHAMAS • WINDWARDS • FLORIDA
VIRGIN ISLANDS • CUBA

Winter chartering has become so popular and so much more feasible in recent years that it is now advisable to plan your trip well in advance. Our knowledge of the various charter boats and cruising grounds has been enhanced by an on-the-spot inspection and accordingly we are well qualified to be of more than routine assistance to those contemplating a trip next winter. For further information please contact NORTHROP & JOHNSON.

MEMBER YACHT ARCHITECTS & BROKERS ASSOCIATION, INC.

ROBERT HEARD HALE • SIX CHURCH STREET NEW YORK 6, N.Y.

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SELECTED SAIL LISTINGS FOR SALE

80' KETCH MOTOR SAILER DESIGNED BY SPARKMAN & STEPHENS. A beautiful and outstanding motor sailer and she can really sail. Luxuriously furnished and equipped. **HALE #1953.**

76' DUTCH BUILT CRUISING KETCH. Heavily planked over steel frames. Teak decks. One of finest cruising yachts available. **HALE #1992.**

68' ALDEN CB KETCH. New G.M. diesel. Has had fine care. Roomy and comfortable and a good sailer. **HALE #2331.**

60' ALDEN SCHOONER. Recent sails, also recent G.M. diesel. Sleeps 7 plus 2 forward. Stainless steel rigging. **HALE #1340.**

60' HAND DESIGNED KETCH MOTOR SAILER. Powered with 200 HP G.M. diesel. Built by Hodgdon Bros. Complete electrical equipment. Well cared for and able seagoing boat. **HALE #482.**

60' RACING CUTTER. New sails and new engine. Beautiful yacht condition throughout. Teak decks and trim. **HALE #2255.**

59' RHODES DESIGNED CHESAPEAKE BAY BUGEYE. 1953 G.M. diesel. Has had fine care. **HALE #337.**

59' ALDEN STAYSAIL SCHOONER. Sails and Cummins diesel engine practically new. Loaded with valuable equipment. An extremely comfortable and luxurious yacht. **HALE #1398.**

56' ALDEN YAWL. Only two owners and always has had best of care. Built to high specifications. Fast, modern and easily handled. **HALE #1283.**

56' NEVINS BUILT YAWL. Designed by Sparkman & Stephens. Has won Bermuda Race. A beautiful boat for cruising or racing. **HALE #2374.**

53' DUTCH BUILT STEEL CUTTER. Teak decks and trim. Passed recent survey. Beautifully panelled interior. **HALE #2373.**

50' LAWLEY BUILT KETCH MOTOR SAILER. Twin Lathrop gas engines. Exceptionally fine sea boat. **HALE #1744.**

48' STEEL CUTTER. Built in Holland in 1940. Recent sails and engine. Sleeps 6. Fully equipped. **HALE #2501.**

46' KETCH MOTOR SAILER. 60 HP Gray diesel. She can really sail. Exceptionally roomy. **HALE #534.**

45' SPARKMAN & STEPHENS SLOOP. Built in 1949 in China of double planked teak. New engine. High-grade boat at a very reasonable figure. **HALE #2486.**

45' "NEW YORK 32". Nevins built. Fine racing record. Large inventory of sails. **HALE #1974.**

45' CASEY KEEL YAWL. Built in 1947. Fine cruising-racing yawl that has had exceptional care. Attractive knotty pine cabin. **HALE #2422.**

43' FRIENDSHIP TYPE KETCH. New Marconi rig and engine installed 1955. Very reasonably priced. **HALE #2467.**

43' RHODES CB SLOOP. Built in 1950. Beautiful modern racing-cruising yacht. CCA rating 30. **HALE #2506.**

41' ALDEN YAWL. One of the Hinckley "28's". Teak decks, stainless rigging, bronze fastenings, etc. Good buying opportunity for a modern boat. **HALE #1762.**

41' DUTCH BUILT CUTTER. Teak decks, bronze fastenings. Composite oak and steel frames. Good sail inventory. **HALE #1700.**

40' MacGREGOR DESIGNED MARCONI CUTTER. New teak decks, engine and sails. Very high-grade boat. **HALE #2488.**

39' CUTTER "RHODES 27". Built by Nevins to highest specifications. Large inventory of sails and other items. Has had good care. **HALE #2120.**

38' ALDEN YAWL. Casey built. Sleeps 6. Recently refinished and recaulked. **HALE #535.**

36' MARCONI SLOOP. Custom built by Hinckley in 1951 to high specifications. Lots of extras. **HALE #2496.**

36' CASEY KETCH. Recent engine. Stainless rigging. $7,100 asking. **HALE #2198.**

36' ROUE DESIGNED CUTTER. Custom built in 1941. New Ratsey sails. Many improvements. Best of care. **HALE #1023.**

35' "WEEKENDER" SLOOP. New Gray engine and good inventory of recent sails. **HALE #2310.**

35' GEIGER DESIGNED CUTTER. Built by Morton Johnson. Well maintained and in first-class condition. Fast. **HALE #2191.**

FOR BAHAMAS AND WEST INDIES CHARTERS

80' DUTCH BUILT STEEL KETCH.

Accommodates six in owner's party in three double staterooms. Charter crew of three. Diesel powered. The Owner-Captain is well-known in sailing circles and has had vast experience. Well acquainted with all southern waters. Charter rate is $150 a day with an adjustment for long-term charters. **HALE #1943.**

The yachts presented in this advertisement are but a fraction of the total listed with us for sale and charter. If you don't see what you want, write to us regarding your requirements. We suggest that you contact whichever one of our three offices (New York, Miami, Essex, Connecticut) is most convenient for you.

35' ALDEN YAWL. New Gray engine. Carefully maintained and reported in excellent condition. **HALE #2478.**

32' MARCONI SLOOP. Custom built in 1955. Sleeps four. In practically new-boat condition. **HALE #2488.**

32' SLOOP MOTOR SAILER. Built by Albury in the Bahamas in 1952. Powered with Atlas Craig diesel. Sleeps four. A husky little home afloat. **HALE #2462.**

26'6" ALDEN SLOOP. One of the Hinckley "21's". Sleeps three. Stainless rigging. Fully equipped. **HALE #2500.**

26'6" MARCONI SLOOP. One of the Quincy Adams "17's". Built in 1945. Excellent racing record. No power. Sleeps two. **HALE #2473.**

SELECTED POWER LISTINGS FOR SALE

98' TWIN DIESEL STEEL YACHT. 4 double staterooms each with bath. Luxurious. A buying opportunity. **HALE #01395.**

70' MATHIS HOUSE YACHT. 2 recent G.M. diesels. Comfortable and luxurious. Reported in beautiful condition. **HALE #01310.**

60' FLYING BRIDGE CHRIS-CRAFT. 2 200 HP G.M.s. Complete and recent electrical equipment, even television. Real buying opportunity. **HALE #0738.**

58' FL. BR. ELCO CRUISER. 2 G.M. diesels. One of the finest of the famous Elcos. Walk-around decks. **HALE #01745.**

57' DIESEL POWERED GREBE. Built in 1951. 2 200 HP G.M.s. Beautiful yacht in practically new condition. Luxuriously furnished. **HALE #01716.**

55' 1952 WHEELER FL. BR. CRUISER. 2 G.M. diesel 6-71s. In almost new yacht condition. Obtainable at only slightly above half cost new. **HALE #01902.**

54' STEEL DIESEL YACHT. Built in Holland in 1955. 2 G.M.s. 3 double staterooms. Practically new condition. **HALE #01859.**

54' DIESEL POWERED CHRIS-CRAFT. 1951. 2 G.M.s new 1955. Beautifully decorated and maintained. Flying bridge. **HALE #01906.**

53' BURGER STEEL CRUISER. 2 G.M. 4-71 diesels. In commission and fully equipped. **HALE #01725.**

50' WHEELER FL. BR. CRUISER. 2 1955 Hercules diesels. Air-conditioned throughout. Handsome and well cared for yacht. **HALE #01851.**

48' ELCO SPORT FISHERMAN. 2 G.M.s new 1956. Cruises at approximately 18 knots. "In perfect condition". **HALE #0235.**

46' HUCKINS SPORT FISHERMAN. Powered with 2 1946 G.M. diesels. Cruises at about 18 knots. Entire boat and equipment believed to be in fine condition. **HALE #01434.**

45' HUCKINS FAIRFORM FLYER. 2 1953 Chrysler Royal Specials. Hydraulic controls. Top speed about 21 knots. Located New England area. **HALE #01879.**

45' CONSOLIDATED SPORT FISHERMAN. 2 1952 Cummins diesels. Flying bridge. Complete fishing and other equipment. **HALE #01249.**

42' WHEELER SPORT FISHERMAN. 2 160 HP Chrysler Majestics. Dual controls. Fast. Fully equipped. **HALE #01801.**

41' 1955 RICHARDSON FL. BR. CRUISER. Double cabins. 2 175 HP Grays. In practically new boat condition. **HALE #01887.**

40' 1952 RICHARDSON FLYING BRIDGE CRUISER. 2 150 HP Nordbergs. Sleeps 7. Unusually complete electrical equipment. **HALE #01817.**

40' 1947 MATTHEWS SEDAN CRUISER PLAN "B". Has had only moderate use. Reasonably priced. **HALE #01843.**

40' TWIN SCREW EXPRESS CRUISER. Custom built 1947. 2 115 HP Sterling Petrels. Cruises at approximately 16 knots. Has had only moderate use. Reasonably priced. **HALE #01893.**

39' CONSOLIDATED SEDAN CRUISER. 2 1953 Chrysler Royals. Boat only slightly used and in almost new condition. **HALE #01120.**

38' HUBERT JOHNSON SPORT FISHERMAN. 2 1954 Chrysler Crowns. Sleeps five. Loaded with extras. **HALE #01896.**

36' SCOTIA BUILT SPORT FISHERMAN. 2 Chrysler Royals. Flying bridge and dual controls. **HALE #01838.**

36' FL. BR. SPORT FISHERMAN. Custom built. 2 Chrysler Royals. Reported in excellent condition. **HALE #01866.**

34' ELCO SEDAN CRUISER. 2 Chrysler Crowns. Sleeps 6. Neat, attractive boat. Only $7,500 asked. **HALE #01897.**

33' MORTON JOHNSON SPORT FISHERMAN. Built in 1955 and powered with 2 Nordbergs. Cruises at 26. Practically brand new boat. **HALE #01860.**

33' 1946 CUSTOM BUILT SEDAN CRUISER. 2 1955 Nordbergs. Fine boat, beautifully equipped and exceptionally well cared for. New York area. **HALE #01882.**

Southern Office
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Yacht Management

LYON & BARNEY
INCORPORATED
YACHTS

Greenwich 8-7166
Cable: Lyonship

Brokerage
Design
Construction

POWER

17' **1948 GARWOOD SPEED BOAT**; Chrysler 95 HP engine; fiberglas bottom. Lyon & Barney #0633

22' **CHRIS-CRAFT SPORT FISHERMAN**; Chrysler Crown 1954. $1,675. Lyon & Barney #0579

24' **1954 CHRIS-CRAFT EXPRESS CRUISER**; Lyon & Barney #0417

28' **1948 JERSEY TYPE CABIN LAPSTRAKE SKIFF**; Nordberg 145; outriggers, pulpit, ice box, 4 bunks—very desirable fishing boat. Lyon & Barney #0548

30' **1952 ULRICHSON TRUNK CABIN SKIFF**; Chrysler Royal engine; outriggers. Lyon & Barney #0541

30' **1954 RHODES DESIGNED SPORT CRUISER**; Gray 135 HP engine. Lyon & Barney #0572

32' **1934 BANFIELD LAPSTRAKE SEA SKIFF**; Chrysler MA Royal; sleeps 4; stove and sink. Lyon & Barney #0626

32' **1938 COLONIAL TRUNK CABIN FISHERMAN TYPE CRUISER**. Gray 121 HP; 4 bunks, galley. Lyon & Barney #0560

33' **1955 MORTON JOHNSON SPORT FISHERMAN**; teak decks, twin Nordberg 155's; SS galley; sleeps 2. Lyon & Barney #0496

33' **1949 WHEELER SEDAN CRUISER**. Two Chrysler Aces; sleeps 5, galley. Lyon & Barney #0455

33' **1947 CHRIS-CRAFT SEDAN CRUISER**. Twin Chrysler 115 HP, sleeps 6, galley; large inventory; located midwest. Lyon & Barney #0359

34' **1953 COLONIAL SPORT FISHERMAN**; fly bridge (dual controls) twin Nordberg 145 HP sleeps 4; galley; 50 watt Apelco ship to shore; RDF. $12,500. Lyon & Barney #0544

34' **1950 OWENS CRUISER**. Modified fly bridge. Twin engine 120 HP each; sleeps 4; galley forward. $9600. Lyon & Barney #0480

35' **1942 HUBERT JOHNSON EXPRESS SPORT FISHERMAN**. Twin Chrysler Crowns; sleeps 5; SS galley; ship to shore; RDF; fishing chairs, fish well. Price $11,500. Lyon & Barney #0540

38' **1940 CUSTOM BUILT, FLY BRIDGE SPORT FISHERMAN**. Twin Packards 165 HP; 4 bunks, SS galley, ship to shore; fishing chairs, pulpit, fish wells. Lyon & Barney #0600

40' **1936 HUCKINS "OFF SHORE 40"**. Twin Kermath 130 HP each; sleeps 5, radio telephone, very complete inventory; owner buying much larger boat. $9500. Lyon & Barney #0632

40' **1955 SEDAN FLY BRIDGE WHEELER**; twin Chryslers; sleeps 7; ship to shore; complete fishing gear. Lyon & Barney #0629

42' **1952 CHRIS-CRAFT DC BRIDGE DECK**. New Twin Palmers 150 HP; sleeps 6; ship to shore; RDF; Fathometer. Lyon & Barney #0333.

42' **1947 OWENS DCFB**; Twin Chrysler Crowns; sleeps 7. $8950. Lyon & Barney #0618

46' **1949 HUCKINS SEDAN CRUISER**. Chrysler Royals 145 HP; sleeps 7; auto pilot; ship to shore; large inventory. Lyon & Barney #0140.

46' **1940 WHEELER FLY BRIDGE DC CRUISER**. Twin Chrysler V-8, 200 HP engines; sleeps 8; ship to shore; RDF. $18,000. Lyon & Barney #0275.

46' **1948 CHRIS-CRAFT DCFB**. Twin Chris-Craft 180 HP; sleeps 9; completely equipped — radio telephone, etc. $16,000. Lyon & Barney #0557

48' **1951 WHEELER DCFB MODEL**. Twin Chrysler 160 HP; sleeps 6; Ray Jefferson 150 watt ship to shore; very clean boat. Lyon & Barney #0596

LISTINGS

If you have a good power or auxiliary yacht, or motor sailer of any size or type for sale or charter, please let us know.

41' **1951 STADEL DESIGNED CRUISING RACING CUTTER**. 40'9" x 29'6" x 11' x 5'8". Very complete inventory of Ratsey working and racing sails. Captain maintained in top condition; sleeps 6 with large main cabin and double stateroom forward; teak decks; monel fastenings; SS galley with Chamberlain stove. SS rigging, Merriman hardware; roller reefing. Palmer 45 HP engine, radio telephone, RDF, Kenyon log, wind guide, etc. Good racing record. Owner has spent over $60,000, yacht is offered for less than one-half of his investment. Lyon & Barney #727.

46' **RHODES DESIGN OCEAN-GOING RACING KETCH**—46'5" x 35' x 12' x 5'8"—built to highest specifications by Jacobs Shipyard. Boat exceptionally well equipped for racing in comfort. Lyon & Barney #785.

53' **1950 BURGER FLY BRIDGE CRUISER**. Twin GM 6-71's; sleeps 7—very beautiful yacht, completely equipped—exceptional offering. Lyon & Barney #0450

57' **1951 GREBE CRUISER**. Twin GM 6-71's. 200 HP — fully found. Lyon & Barney #0551.

60' **1931 CRUISER**. Twin Fairbanks Morse diesels; four staterooms. $8,000. Make offer. Lyon & Barney #0622.

60' **1955 SPARKMAN AND STEPHENS DESIGNED BURGER CRUISER**. Twin GM 6-71's, 200 HP; full equipment. Lyon & Barney #0584.

63' **JACOBS BRIDGE DECK CRUISER**. Completely modernized 1954; twin GM diesel 200 HP. Lyon & Barney #0294.

MOTOR SAILERS

46' **1929 ELDRIDGE McINNIS SEAGOING KETCH**. 6-71 GM diesel; radio telephone; hot and cold water—very complete. Lyon & Barney #334.

50' **1938 ALDEN DESIGN**. Sleeps 7, twin Chrysler Royals; comfortable cruising boat. Lyon & Barney #508

50' **1930 HERRESHOFF DESIGN, LAWLEY BUILT KETCH**. Twin Lathrops MI 125; sleeps 7; large inventory. Price reduced to $18,500. Lyon & Barney #0223

SAIL

27' **1954 DUTCH BUILT SLOOP**. Sleeps 4. Lyon & Barney #731

29' **1947 "OXFORD 400"**. Lyon & Barney #784

36' **1949 CHAPELLE CHESAPEAKE BUGEYE KETCH**. Sleeps 4; 2' draft with centerboard raised; 1950 Kermath motor; excellent sailing boat in fine condition—highly recommended. Lyon & Barney #659

36' **1954 HEAVY GAUGE STEEL CB SLOOP**. Designed and built in Holland; sleeps 7 in 3 cabins; Universal 25 HP motor; refrigeration. Hot and cold pressure water. Able and comfortable. Lyon & Barney #726

36' **1953 HINCKLEY YAWL**. 5 bunks; very large inventory. Lyon & Barney #727

38' **1951 STEEL CUTTER**. Built and Designed in Holland. American type design. Sleeps 5. Owner anxious to sell; asking $19,750 make offer. Lyon & Barney #627

40' **1955 DUTCH BUILT STEEL KETCH**. Tinqen Design. Gray 32 HP Aux., sleeps 5. Beautiful cruising-racing boat. Lyon & Barney #717.

43' **1927 CROCKER SLOOP**. $7,100. Lyon & Barney #413

44' **1950 RHODES CB RAISED DECK SLOOP**. Sleeps 6; complete inventory. Lyon & Barney #728

48' **1946 ALDEN KETCH**. Hardwood Hull. Sleeps 6. New Chris-Craft, 125 HP Aux. Great Lakes Area. Lyon & Barney #697

SUMMER CHARTERS

There are still a few charter boats available both power and sail with crew or as bare boat.

"Exclusive Agents for the Lyon & Barney 45' PAVANE Class Ketch"—see page 149

Member of Yacht Architects & Brokers Association

Herbert Hayes Yacht Sales

GREENWICH, CONN.: 73 GREENWICH AVENUE
(OTTO DOLL) PH.: GREENWICH 8-2051, 2

FT. LAUDERDALE, FLA.: CLOSED FOR THE SUMMER

45', 1955 STEEL DIESEL CENTERBOARD KETCH. Al Mason des., deVreis blt. (Holland). G.M. power. Teak decks, superstructure. 2 double staterooms, 2 heads. Accomm. 6 owners, 1 crew berth, head. Excellent sail inventory, S. to S. & other top eqpmt. Considerably less than duplication cost.

47'3", 1952 RACING YAWL, blt. by Abeking & Rasmussen (Germany), of mahogany & teak. Excellent racing record (transcript available). Red Wing Diesel power. Completely, expensively eqpd. No outlay necessary. 2 R.D.F.'s, Bendix Sounder, wind guide, speedometer, etc. Sleeps 6 owners. Well under duplication cost.

OUTSTANDING POWER PRESENTATIONS
(Ready for Southern Cruising-Living)

29' T.S. EGG HARBOR SKIFF. Deliv. June, cost over $10,000. Chrysler Aces—25 mph. Like new. Asking $9,200.

30' CHRIS-CRAFT SEA SKIFF. Used 2 mos.—less than 50 hrs. Tw. C.C. 95's. Sleeps 4. Will be sold with new-boat guarantee. Well eqpd. Asking $10,000.

32' MORTON JOHNSON SEA SKIFF, 1952 model. Tw. Chrysler Crown Specials. 32 mph max. Teak decks. Sleeps 4. Gas cooking. Well eqpd., good cond. Owner moving West. Asking $13,500.

33' MORTON JOHNSON SEA SKIFF, blt. 1948, repowered 1952. Sleeps 3-4. Unusually large cockpit. Loaded with eqpmt. Just refinished. Try $10,500.

35' CHRIS-CRAFT SEA SKIFF, delivered Aug., 1955. Tw. C.C. 130's. Less than 100 hrs. Sleeps 4. S. to S., gas cooking, special stern seat, pressure water, etc. Asking $11,500.

40', 1954 WHEELER EXPRESS. G.M. 4-51's. Mahogany & teak. Sleeps 4. Elec. refrig. 15' cockpit. Auto pilot, S. to S., Morse controls, etc. Fibreglas hard top. Top condition.

40' FLY BRDG., DBL. CABIN MATTHEWS with dual controls. 1952 model. Chrysler Royals. Sleeps 6 in 3 cabins. S. to S., remote bridge control, hot & cold pressure water, etc. Many spares. Original owner.

40'8" D.C. HUCKINS. (Doghouse Model) Blt. 1947, re-blt. 1956. 1956 Chryslers, 135 hp ea. Sleeps 5, 2 heads, shower. T.V., Auto Pilot, Fathometer, gas detector & many other costly extras. Like new.

40'10" 1951 BALTZER (T.C. Deckhouse). Tw. Lathrop Mystics, 130 HP ea. 6'10" headroom. Sleeps 4. Shower. Gas cooking. Fishing chairs, etc. Clean, good condition, well eqpd.

41', 1955 D.C., F.B. RICHARDSON. Tw. Grays, 175 HP. ca. 26 mph max. Sleeps 6-7, 2 heads, shower. Dual controls, S. to S., Chargicator, Generator, etc. Only 132 hrs. Top maintenance. Low Priced.

42', 1955 FLY BRDG. CHRIS-CRAFT. Sleeps 6 owners, 2 crew. Shower. Extensive eqpmt. Well maintained. Fairly priced.

50', 1953 CHRIS-CRAFT "CATALINA" (Super Sun Deck). 1956 Chrysler V-8's. Sleeps 10. Dinette, shower. Outriggers, S. to S., T.V., etc. Captain maintained. Elderly owners anxious to sell.

50', 1950 WHEELER F.B. SPORT FISHERMAN. Tw. G.M. Diesels. Sleeps 5. Shower. Deep Freeze. Crew quarters. Dual controls, S. to S., Fathometer, Auto Pilot, outriggers, fighting chairs, Radar, fishing skiff, heat, etc., etc. Fully eqpd. for extensive Island cruising fishing.

50' ELCO, 1929. 1949 G.M. Diesels, good cond. 2 dbls., 1 single, 2 heads, shower. Crew quarters. Auto pilot, S. to S. Airfoam mattresses, etc. Covered fly brdg. Well eqpd. & good cond. For sale or charter.

52' MATHIS HOUSEBOAT. 1956 Palmer, 145 HP. Large double, 2 singles. Bathroom with shower. Modern galley. Spacious main salon & aft deck. Crew quarters for 2 with shower, etc. S. to S., bone-fishing skiff. She isn't young, but couldn't have had better care and shows it. Every current convenience imaginable and really bargain priced.

60', 1955 FLUSH DECK BURGER. Sparkman & Stephens des. G.M. 6-71's. 2 dbls. Can sleep 8 in owner's party. 2 crew with own shower. Auto pilot, S. to S., Fathometer, and the finest of everything worthy of a yacht of this fine calibre.

65', 1950 FLUSH DECK GREBE. G.M. 6-71's. 2 unusually large dbls, 2 showers. 3 crew, shower. Deep Freeze. Stern fishing cockpit, swivel fishing chairs. Just completely redecorated. S. to S., D.F. and the best of everything necessary for luxurious cruising.

52', 1947 DAWN (now has hard top over fly bridge). Twin G.M.'s. Sleeps 5 owners. 3 elec. heads. Exceptional galley, dishwasher. Large salon. Swivel fishing chairs. Auto pilot, etc. Well appointed for extensive cruising. Try $25,000.

54', 1951 FLUSH DECK DIESEL CHRIS-CRAFT. Tw. 1955 G.M.'s. 600 gal. fuel capacity. Sleeps 6 owners, 2 crew. 2 owner's heads, baths. Deep freeze, auto pilot, new S. to S. Impeccably maintained.

59'11", 1946 FLY BRDG CONSOLIDATED. G.M. Diesels. Mahogany & teak construction. 2 singles, 1 dbl. 2 tile showers. Unusual galley. Large airy crew quarters. Fwd cockpit, wide bridge, lounge deck, spacious cockpit. S. to S., heavy-duty elec. windlass, etc. A real sea-going yacht, at less than half duplication cost.

55', 1953 TWIN DIESEL CRUISER. Deering des., custom blt. to highest specifications, of teak & mahogany. 2 large doubles, plus dinette & deckhouse accomm's. Good crew quarters. Fishing cockpit, walk-around decks. Excellent inventory. An outstanding buy!

LISTINGS INVITED

INSURANCE ~~~~~~~~~~~~~~~~~~~~ MANAGEMENT

ANNAPOLIS YACHT SALES, INC.

100 COMPROMISE ST., ANNAPOLIS, MARYLAND, TEL., COLONIAL 3-3321

Alden CB Schooner. 37'4"x30'x12'x3'6". Bronze fastened. 8000# lead outside. A very comfortable cruising boat.

40' Baltzer Sedan 1951. Twin FW cooled Lathrops. Fine sea boat. Beautifully kept. Many extras.

36' Motor Sailer by Hamlin. 1938. Teak decks. Can be used as is, or changed to larger rig. Very attractive. $10,000.

SAIL

72' MOWER SCHOONER. 4' draft. Gray diesel 1947. Very roomy. Try offer.
60' RHODES BUGEYE YACHT. A very roomy shallow draft cruising boat. GM diesel.
53' DUTCH BOYER YACHT. GM diesel. Originally priced at $65,000. Now asking $29,000.
50' CASEY YAWL. 1947 Ratsey Dacron sails. Fine equipment. Very smart.
50' Q CLASS SLOOP. Nice shape. Will cruise or race. Believe can be bought cheap.
48' ALDEN KETCH 1948. Unusually well built. Dacron sails. Well equipped.
48' SCHOONER. GRAVES 1937. Excellent construction. $14,000. Try offer.
47' JAY WELLS CUTTER 1939. Lead keel, bronze fastened. Well equipped. $11,500.
46' HERRESHOFF YAWL. Fine old boat in nice condition. $7500 or offer.
46' RHODES CB SLOOP 1950. Lead keel. Everdur fas. Excellent to race or cruise.
46' NY '32' NEVINS 1936. These boats are always popular and are hard to find.
45' S & S CUTTER 1936. Teak decks. Beautifully built. Give us an offer.
40' FAMOUS RACING YAWL 1952. Outstanding record. Now offered for $12,000.
39' RHODES SLOOP 1939. Unusually fine construction by Herman Lund.
39' WATTS STEEL KETCH 1950. Fully equipped & ready to go anyplace. Ask $12,500.
37' ATKIN KETCH 1945. Fine cruising boat for inshore or offshore. $12,000.
35' GEIGER CUTTER 1940. Stainless rig. Sleeps six. Asking $8500.
29' OXFORD '400' 1947. Nice condition. Good sails. $7500.

MOTOR SAILERS

27' RHODES KETCH 1947. GM diesel. Teak decks & trim. Luxurious boat. $90,000.
48' CROCKER KETCH 1936. Lathrop power. Sails 1954. Very attractive. $16,500.
38' ENGLISH DIESEL SLOOP 1952. Teak decks. Very completely equipped.

POWER

112' FAIRMILE CRUISING YACHT. 2 GMs. Crew maintained. Very able. Converted '48. $48,000.
86' MATHIS HOUSEBOAT. 2 Cummins diesels 1954. S to S, auto pilot. 4 dble. cabins.
77' YACHT BY ELCO 1948. Twin GMs '53. Designed for Gov't but not in Service. Able.
62' TS TRUMPY DIESEL CRUISER 1947. Ocean going vessel. Fine equipment. Outstanding.
57' TS FB ELCO. Captain maintained. A comfortable older boat but still in style.
53' BURGER STEEL YACHT 1946. Twin GMs. Spacious, large inventory. Sea kindly.
52' FB DAWN CRUISING YACHT 1946. Twin GMs '49. Auto pilot, heat, refrig. $27,000.
51' TS DC FB MATTHEWS 1939. Many extras. Dual controls. Twin Royals. $15,000.
50' TS FLUSH DECK YACHT. New engines '53 with little use. S to S, CO2. Asking $7500.
47' TS DC FB CHRIS-CRAFT 1952. S to S, fluid heat, shower, sailing dhow. Top shape.
46' TS, DC FB WHEELER 1947. Many extras. Fine cond. Priced to sell.
46' TS DC FB MATTHEWS 1946. Twin Kermaths '51. Dual controls. S to S, CO2, shower.
45' MODERNIZED DC DAWN. 2 Royals 1950. S to S, shower, fine shape. Try offer.
40'-42' TS DC FB CHRIS-CRAFTS. Several of these in recent models with many extras.
40' TS DC FB MATTHEWS. 2 of these in recent models. Both loaded with extras.
38' MATTHEWS SEDAN 1938. Twin Kermaths '47. Fly bridge. Dual controls. Asking $9750.
37' TS BALTZER SEDAN 1953. FW cooling. S to S, other extras. Very able boat.
35' T.S. COLONIAL SPORT FISHERMAN 1954. S to S, light plant. Used 75 hrs. $11000.
32' T.S. CHRIS-CRAFT EXPRESS 1953. S to S, CO2. Many other extras. Top shape.
31' OWENS SEDAN 1954. S to S. Elec. bilge pump. Owner wants larger boat.

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MATTHEWS—Plan B—1949. 2 Chrysler Royals. In top condition. Shower. 3 burner alcohol stove. 200# ice box. Dinghy. 70 W phone. 1955 batteries. Screens. A very clean, complete offering. Much better than any average boat.

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CHRIS-CRAFT double cabin flying bridge. 2 1949 145 hp Chris-Craft engines in like new condition. Flying bridge and some joiner work put in by Trumpy 1954. Entire boat refinished in and out 1956. Sleeps 8. All equipment. Unusual offering of a prewar model, beautifully built.

FAST SLOOP by Rhodes. 46'8 x 34 x 11'3 x 6'6. Built by Balco of Baltimore 1950 to excessive standards. Honduras planked, Everdur fastened, teak deck. Double room forward, 4 in main cabin, galley aft. Gray engine. New mainsail. Stainless rigging. Other equipment including aluminum dinghy. A very fast, beautiful boat.

SPARKMAN & STEPHENS YAWL. Built by Abeking & Rasmussen 1952. 47'3 x 32'6 x 11'3 x 6'8. Red Wing diesel gives easy 6 knots. Sleeps 6 and 1 forward. Galley aft. Designed for cruising and ocean racing. Is a very fast boat with enviable record. Many sails, some new. Exceptional in every way.

RHODES SLOOP. Raised deck. 43'6 x 30 x 11'6 x 4'6. Built 1950. Mentor, Ohio. Double stateroom forward, 2 berths and 2 transoms main cabin, galley aft. Gray engine. Teak deck. Ratsey sails. Very roomy cabin. Good sailer. Seaworthy Stiff. All kinds equipment including ice maker. Unusual.

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#1099—46' DCFB 1947 Twin 165's ('55)	Try—$14,000.00
#1054—42' DCFB 1955 Twin 150 Diesels	Try— 28,000.00
#976 —46'DCFB 1949 Twin CC 160's	Try— 14,000.00
#1038—34' Commander 1941 Twin CC 160's	Try— 6,000.00
#1010—35' Commander Model Twin 145's	Try— 15,000.00
#1082—46' Constellation 1956 Twin GM 471	Try— 50,000.00
#1077—52' Conqueror 1953 Twin GM 671's	Try— 45,000.00
#1037—47' Buccaneer 1951 Twin CC 160's	Try— 18,000.00
#924 —55' Yacht 1940 Twin GM 671's	Try— 35,000.00
#864 —42' Commodore 1955 Twin CC 190's	Try— 30,000.00

OTHERS

#1112—50' Burger F.D. 1947 Twin GM 671's ('55)	Try—$40,000.00
#677 —53' Burger F. D. 1949 Twin GM 471's	Try— 45,000.00
#354 —53' Burger F.D. 1948 Twin GM 671's	Try— 50,000.00
#1126—50' FB Vineyard 1949 Twin GM 671's ('55)	Try— 35,000.00
#1014—47' DCFB Stephens Twin GM 471's	Ask— 59,000.00
#1001—52' Steel by Dokman Twin GM 671's	Try— 70,000.00

The above represents but a small percentage of our listings of most all makes and types of boats. Complete information and photos furnished upon request.

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33' Twin Screw Owens Sedan Cruiser, recently painted and reconditioned, many extras, RCA phone set, electric toilet, electric bilge pump, cabin controlled spotlight, new electric horn, spherical type compass, very little running time on Flagship motors, a good buy at $7500.

30' Maine type Sport Fishing Boat, a bargain at $2300.

36' Sport Fishing Boat, sleeps 4, deckhouse with inside and topside controls on flying bridge, boat redesigned and rebuilt with new Chrysler Crown motor in 1954, good equipment, priced reasonably.

39' Post built fishing type cruiser with motor sailer rig, single mast and boom, has deckhouse and two Chrysler Ace motors like new about 23 hours running time, a plain finish, low cost of upkeep, heavy weather family boat.

34' Raised Deck Cruiser, sleeps 4, 6 cyl. Lathrop motor, boat recently painted and the following new or slightly used equipment installed, mast and yard, binnacle and compass, alcohol stove, galley equipment, plastic covered bunks, toilet, flag poles, all for $2850.

42' Auxiliary Sloop, sleeps 7, Gray 22 h.p. motor.

Saybrook built Star, deluxe model, #2486, with high speed trailer, excellent condition.

New 12½' "Tech" class fiberglas racing dinghy, Ratsey Dacron Sail, will sell for dealer's cost.

Write for other good listings of sail and power boats

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FOR SALE—No. 8856: OUTSTANDINGLY SUCCESSFUL OCEAN GOING AUX. KETCH BY RHODES. Built to highest specifications by Robert Jacob. 46'5" x 35' x 12' x 5'8". Double planked. Everdur fastened, lead keel, teak deck houses, decks, and trim. Ratsey sails 1955. Large forward stateroom has 4 single berths. After cabin 2 singles. Total accommodations for six. Two toilets. Entire yacht and equipment of finest material. Has had but two owners, and been well maintained. 1955-56 Cruising and Racing Record includes Trans-Atlantic Passage to Sweden, England and France. 4 Firsts in racing abroad, and a Trans-Atlantic Passage Westward during which under sail alone she logged in 12 consecutive days 2,051.5 miles averaging better than 7 knots. For full details, specifications, and inspection appointment regarding this exceptional yacht which is located in Connecticut in full commission and offered at what we regard as a reasonable price, consult **FREDERICK GADE, NOROTON, CONN.**

FOR SALE — No. 71356: 30' W.L. CENTERBOARD RAISED DECK AUX. SLOOP DESIGNED BY RHODES 1950. 43'6" x 30 x 11'6" x 4'6" c.b. up — 8'3" c.b. down. A very unusual boat, rates well under C.C. Rule. Enormous amount of room below decks, offering great cruising comfort for total of six. Built to highest specifications and maintained in perfect condition. Offered at a fraction of duplication value. Consult **FREDERICK GADE, NOROTON, CONN.**

QUALITY LISTINGS AND INQUIRIES SOLICITED

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FOR SALE—No. 9156: GOSLING III, POWERFUL ALDEN DESIGNED TWIN-SCREW MOTOR SAILER, 50'2" x 47'7" x 13'3" x 4'4". Built by Willis J. Reid & Sons, Winthrop, Mass. 1938. Heavily constructed thruout. Mahogany planked. Everdur fastened, white oak frames & keel, yellow pine stringers. Teak decks, rails, trim. Entire hull, topsides & bottom wooded and refinished 1954 & Teak decks payed. A sturdy, rugged, able vessel that can go anywhere, with handsome sheer and flare. Fine bridge with shatter proof glass—Ship-To-Shore Telephone, Radio D.F., Raytheon Fathometer, 7½" K.W. spherical compass in binnacle, New 1-mile beam searchlight. Full-sized chart table, 3 full-sized chart drawers. New 1956 sails & covers. Hollow spar, stainless rigging, Duralumin ratlines. Accommodations for seven. Roomy, comfortable, well ventilated below. Two lavatories. Stainless steel shower & tub. Automatic hot & cold water to all basins. Shipmate fireplace heating stove. Large monel galley, stainless gas range with 32 volt fan. Water tanks—240 gals.—copper & monel. Twin Chrysler Royals in A-1 running condition, 141 H.P. ea. with 2½:1 R.G. give 11-13 knots. Extra pair 24 x 25 wheels. 2 acid batteries to each motor. 32 volt U.S. generator. Edison alkaline batteries. Fuel tanks copper, 2-175 gal. each. 50 lb. CO2 system. Extra 15 lb. CO2 manual tank. Electric bilge pump & large Vane hand pump. Windlass, 3 anchors, cables, dock lines. Dyer dinghy. Fully found, well maintained. Offered **FOR SALE** in commission. Located near our office. For inspection appointment consult:

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48' TWIN SCREW CRUISER

S-231	22' Cruisalong 1955	$ 3,500
S-331	38' Matthews Flying Bridge	$10,000
A-212	23' Motorsailer 1954	$ 7,600

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P-30-80 1955 Egg Harbor 30′ sport cruiser. Dinette and 2 berths. Sleeps 4. Twin Chrysler Aces. Teak cockpit. Excellent condition. Asking $10,500.

Y-36-37 Hinckley custom yawl built 1954. Sleeps 5. Dacron sails. Good complement. RDF, telephone, depth recorder, etc. Teak decks. Excellent condition. Located Conn. Asking $18,500.

Y-36-38 Another Hinckley custom 36′ built in 1953. Similar to above and located in Maryland. Asking $17,250.

P-37-26 1955 Richardson 37′ sedan. Twin Nordberg 130's. Sleeps 6. Very well equipped. Located Mass. Asking $19,500.

These are by no means the extent of our listings.

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96′x22′x21′x13′ **KETCH**, teak, 2 6-71 GM Diesels, 1950 one shaft, ready.
90′-86′ **SCHOONERS** fitted out as cruise ships, operating.
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76′x57′x19′x9′6″ **KETCH GAFF** Built England 180 HP Diesel former trawler
60′x17′x6′ **KETCH MOTORSAILER** Sparkman Stephens '56 200 GM diesel '56.
56′x41′x13′x7′ **YAWL** Alden-Dauntless '31, 62 Gray, 1948, sleeps 8.
56′x46′x13′x7′10″ **YAWL**, Sparkman Stephens '34, 74 Gray '55, Ready to race.
50′x13′3″-4′6″ **MOTORSAILER** Alden-Reid '38, twin 141 Chrysler, shower.
50′x40′x12′x6′ **MOTORSAILER KETCH** blt Scotland '35 diesel sleeps 8.
47′x37′x13′x5′2″ **YAWL** Alden 1921 85 Chrysler.
47′x35′x11′x7′ **CUTTER STEEL** Holland built, 45 Gray, 3 cabins.
46′x13′x5′ **KETCH MOTORSAILER** 1929 165 GM Diesel 1949, sleeps 7.
45′x35′x13′x6′ **SCHOONER**, Hand '58, 45 Kermath Virgin Is.
43′ **FISHER'S** 18 **SLOOP**, Herreshoff 1930, 25 Gray '53, racing trim.
42′x33′x12′x4′3″ **KETCH** Marconi '41, 60 HP Chris-Craft '53, New sails.
38′8″x36′x12′x5′10″ ketch gaff double-ended 1948 doghouse diesel, sleeps 7.
31′ **MALABAR JR.** 1941, 25 Gray '52, doghouse, well found.
30′x11′3″x4′2″ **MOTORSAILER** Warner 1938, 75 Chrysler, Sleep 4.
24′5″x18′5″x6′6″x3′10″ **AUX. SLOOP** '55, 25 Palmer.
28′ **Triangle class—Luders-16—Quincy Adams-17—21′ Fish class marconi.**
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110′ ex **SC PARTY BOAT**, 4 GM 6-71 Diesels, Licensed 130 passengers.
85′x16′x5′6″ **HOSPITAL BT** blt '43, USArmy, tw. 200 GM Diesels.
81′ **CONSOLIDATED** twin 225 GM diesels '56, well maintained.
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63′ **AIR SEA RESCUE PARTY FISHING**, Three GM Diesels.
61′x14′x6′ **GILL NETTER** or Oyster Boat, Buda 171, 1952.
60′ **DC CRUISER** 1950 Twin 100 Fairbanks Morse Diesels $10,000.
54′x13′ **FLYBRIDGE** Sedan blt '50, twin 141 Chryslers '52, shower.
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50′ **CHRIS-CRAFT CATALINA** 1953 Twin 250 Chryslers 1956, shower, teak decks.
48′ **CHRIS-CRAFT FBDC** '56, twin 160 Chris Crafts, Shower.
47′ **CHRIS-CRAFT BUCCANEER** '51, super sun lounge, twin 160's, shower.
47′ **WHEELER** D/C F/B '50, twin 225 Scripps, shower.
46′ **DAWN** '41 Fly'g Br. Tw. Screw shower, well maintained.
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45′ **HUCKINS** '40 twin 125 Chryslers '53, shower.
42′ **HUCKINS** Fly Bridge DC '37 Twin 150 Packards '49.
42′ **CONSOLIDATED** '39 fly bridge fisherman cruiser twin 225 Scripps, shower.
42′ **CONSOLIDATED** '37, twin 125 Palmers '54, sleeps 6.
42′ **CHRIS-CRAFT COMMODORE** '55, twin 160's, sleeps 8, shower.
41′ **RICHARDSON** 1955 DC Fly Bridge Twin 175 Grays, well found.
40′ **HUCKINS D.C.** fly bridge twin 135 Chryslers 1956, shower.
40′ **CHRIS-CRAFT CHALLENGER** '48 twin 160's.
38′ **MATTHEWS SEDAN** 1938, twin 90 Kermaths rebuilt 1954.
38′ **WHEELER** 1954 Fly Bridge Sedan Twin 100 G.M. Diesels.
38′x11′6″x3′6″ **SPORT FISHERMAN** Adam Price '47, 6-71 GM diesel.
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POWER:

81' Consolidated Twin Diesel Yacht. 81'x14'6"x4'6". Completed 1929. GM 235s, 1956. Morse controls hydraulic. Accom. 4-6 in owner group, crew 4. Lux CO2, new 3 kw aux. gen., converter, heat through, pressure H&C 3 shwrs, 2 el. wcs., stainless Formica galley, gas range, el. refrig., 50 w. phone, depth indicator, el. windlass, 2 tenders davits & well found. Ext. 1955-6 reconditioning will take rigid survey.

52' Chris-Craft Triple Screw DCFB. 52'1"x12'8"x3'. Bt. 1949 as Conqueror Model Chris-Craft 160s. 1949-52-54. Accom. 6, crew 2. Auto CO2, 3 kw aux. gen., 110, converter, Monel tks., pressure H&C shwr, gas range, 2 el. refrigs., autopilot, phone, RDF, depth indicator, 2 TV sets, fishing chairs & Navy top. Stated to be best of her model available.

48' Chris-Craft T.S. DCFB. 44'x12'6"x3'. Bt. 1951. Chris-Craft 160s, 1948-1950, used fresh water & 1956 overhaul. Accom. 8. CO2 aux gen., 110, converter, pressure H.C. el wc., heat, gas range, el. refrig., dink/davits & well found. Dual controls.

37' Stonington Diesel, with Steadying Rig. 37'x33'x12'3"x4'6". Designed Scheel, bt. 1953. Scripps 88. Sleeps 6. Aux. gen., 110, gas range, fireplace, pressure water, 100w. phone, RDF, depth indicator, Bendix steerer. Dyer sailing dhow/outboard davit, lifelines, good rig & sails. Comfortable dbl. cabin model, readily converted to motorsailer.

35' Hubert Johnson T.S. SportFisherman. 35'x10'3"x2'6". Bt. 1942. Chrysler 115s, 1950. Accom. 4 plus separate space for captain 2 heads. CO2, 110, Monel shafts, el. wc., stainless galley, gas range, 75w. phone, RDF, 3 chairs, outriggers & pulpit. A handsome model custom built for Bimini fishing.

30' Custom T.S. Sport Skiff. 30'x9'x2'6". Designed/bt. Russel. 1952. teak deck, Nordberg 145, reb't 1956. Speed 28. Sleeps 2. Monel shafts/tank/sink icebox, Phone, 2 chairs, outriggers & fishwell. Smart lapstrake skiff in exc. repair.

SAIL:

77' Rhodes Diesel Cthd. Ketch. 77'2"x55'x19'x6'6". Bt. Burger 1947, welded steel, teak decks & trim. GM 165. Owner accom. 6-7, crew 3-5. Diesel gen., shaft gen., CO2, pressure H&C shwr, el. refrig dp. freeze, foam berths, RDF, phone, tender, winches, lifelines, stainless rig & large sail inventory. Spacious sunken deckhouse/efficiency, cockpit/comfortable s.rs. provide motorsailer accommodations, yet performance is exceptional. One of the finest of her type.

51' Shock Diesel Brigantine. 51'x40'x15'6"x7'6". Bt. Vaughan, 1950 to high standards for his own use. Hercules 150. Accom. 8. An unusual character yacht on traditional model, well appointed & equipped.

41' Hinckley "28". Aux. Marconi Sloop. 46'9"x28'x10'x5'9". Designed Alden, bt. 1945, cedar/bronze/teak/lead. Grav 25. Accom. 4. Aux. gen., CO2, Monel sink icebox, Porthole Pete range, stainless lifelines/rig & 2 suits sails, some Nylon. A smart racing-cruising yacht of quality construction/maintenance. Lakes.

36' Aux. Bugeye-rigged Sharpie. 35'6"x29'x8'9"x20" (4'6"). Designed Chapelle, bt. Blue Water Boats, 1949. Kermath 5. Sleeps 4, galley & head. A plainly-finished but interesting clipper-bowed ketch.

35' Aux. Marconi Cutter. 35'2"x28'8"x10'6"x6'. Designed Fisher, bt. Taylor, 1937, teak deck. Lathrop 38, 1948. Accom. 5. Aux. gen., Lux CO2, Monel galley/icebox, foam berths, dink, phone, winches, roller-reefing, stainless lifelines/rig & good racing-cruising sail inventory, Dacron/Nylon. Desirable condition.

26' Shoal-Draft Cruising Sloop. 25'6"x22'x9'x3'. Designed Masterson & Schlegel, bt. Barnes, 1950. Universal 25. Sleeps 4-5, with full h.r., dinette & encl. head. Foam berths, dink/outboard, stainless rig & 2 suits sails, incl. 1956 Dacron. Remarkably roomy, well outfitted & in exc. repair.

24' Pennant Class Aux. Sloop. 23'8"x7'6"x3'6". Designed Schneider, bt. Pennant, 1946. Red Wing 7. Sleeps 3, head & Monel galley. Stainless tank, foam berths, winches, stainless rig & 3 sails, fair/exc.

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The above American yachts are members of Nassau Charter Boat Assn. and are owner-skippered. For brochures, write individual yachts c/o Nassau Yacht Haven, Nassau, Bahamas. Tenth Season.

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At Oak Harbor we offer a perfect yachting vacation to those who have neither a fortune nor a yacht. A sailboat with each cottage. Cruising on the Alden yawl Fair Wind. Write Lt. Col. J. L. Hitchings, USA, Ret. Oak Harbor, Southport, Florida.

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LATE RACING NEWS

"RUSH IV" IS U. S. OLYMPIC 5.5 METER CONTENDER

► Victor F. Sheronas's *Rush IV*, which seems to be America's second-fastest 5.5-Meter sloop, ably sailed by Ens. Andy Schoettle, USN, will represent the U.S.A. in the coming Olympic Games in Australia. The Marblehead syndicate's new *Quixotic*, designed by Ray Hunt and steered in most of her races by Ted Hood, was the fastest boat in the trails off Marion, Mass., Aug. 10-14, but a foul and an open main halyard shackle did her in.

Thirteen 5.5s sailed a seven-race series of trials, under Olympic course and scoring conditions, and most of the races drew fresh and steady Buzzard Bay sou'westers, similar to the weather expected for the Olympics on Port Phillip Bay, Melbourne.

Rush IV, Swedish-built five years ago, finished second in the opener to Robert Mosbacher's *Carina*, from Texas. Next day Hood took over her helm and won two races, in which *Rush*, due partly to the failure of the mainsheet Sampson post in her cockpit, took an eighth and a fourth. Next day *Quixotic* made it three straight, this time with *Rush* just behind her. On the fourth day, the only one of light and fluky airs, Dr. Britton Chance won two races in *Complex II*, the boat with which he amazed everyone by winning the last Olympics in this class, then unknown in America. *Quixotic* finished fourth and third, and was far out ahead on points with one race to go.

That evening *Quixotic* was disqualified, for a foul in that afternoon's race, but Olympic scoring permits a boat to throw her poorest race of the seven out of her series total scoring, so *Quixotic* was still, mathematically, almost unbeatable. Unbeatable, that is, until on the windward leg of the final race, in a moderate breeze, her mainsail came fluttering down as the result of the main halyard shackle springing open at the masthead. They were unable to shin up the slippery aluminum mast to retrieve it, and although they struggled home last, under shortened sail, the series went to *Rush IV*, which won that last race. Under the Olympic adjusted scoring system, *Rush* wound up with 4,875 points to *Quixotic's* 4,795. Third in the series was Ernest Fay's *Sabre*, from Texas, with 3,972.

(Just as we go to press, we hear a report that additional races are to be held with another crew sailing *Quixotic*, and that if she still appears decidedly the faster she may be acquired by new owners and go to the Olympics under Schoettle and his *Rush IV* crew. It is also reported that Russia has made an offer, in the neighborhood of $12,000, for *Quixotic*, presumably to sail in the Olympics. Further developments will be reported in the October issue.) W.H.T.

MCLEOD TOPS HIGHLANDERS

► Ray McLeod's *Rory Mor* of Mentor Harbor, Ohio, regained the Highlander Class crown in the class's fourth annual national title series at Duxbury (Mass.) Y.C. Aug. 6-9. The series was decided on the final leg of the fifth and last race, which McLeod and two Duxbury skippers, Steve Loring and Joseph Lund, entered separated by only two points. Fifteen Highlanders competed.

In the opening race McLeod sensed a coming shift of wind to take a winning minute-and-a-half lead over Lund's *Gramarye*. *Gramarye* won two races next day in a freshening northeaster, in which the fleet averaged 9.6 knots for four miles as they planed down two reaches in the protected waters of Duxbury and Plymouth Bays. The fourth race, in a fresh northwester, was won by Lee Mullowney's *Robin Peel*, the only boat to carry a spinnaker down the first leeward leg, with *Rory Mor* second. Defending champion Bob Sawyer's *LaPetite* won the final race but McLeod caught the consistent Loring in *Rowena* to finish second and clinch the title.

Final standings of the leaders: *Rory Mor* (McLeod) 56¼; *Rowena* (Loring) 51; *Gramarye* (Lund) 50½; *Goblin* (Lawson) 47; *Hi-Lander* (John Westerbeke) 45; *LaPetite* (Sawyer) 42¾; *Robin Peel* (Mullowney) 39¾.

LEONARD M. FOWLE

MONHEGAN RACE

► Edmund S. Kelly, Jr's 40′ cutter *Departure II* won the Portland (Me.) Y.C's annual 127-mile ocean race to Monhegan Aug. 11-12, for the fifth time. The Duxbury, Mass. skipper's previous wins were in '48, '49, '53 and '54. Arthur B. Homer's 54′ yawl *Salmagal II* of Southwest Harbor was first across the finish line with an elapsed time of 27:30:00 but had to give *Departure* a time allowance of 02:06:42 and *Departure* was only an hour and 15 minutes astern of her. Dr. Benjamin B. Whitcomb's 51′ yawl *Neurone* of West Hartford, Conn. and Bar Harbor was third in the fleet of 17. *Salmagal* took Class A honors, with *Neurone* second and L. Mortimer Pratt's 47′ sloop *Medler VI* of Boston third. Following *Departure* in Class B were Douglas R. Coleman's 40′ cutter *Flying Saucer* of Falmouth Foreside, second, and Herbert Parson's 40′ cutter *Alladin* third.

This was one of the slowest Monhegan Races in a number of years with light fluky winds the whole time. On the first 26-mile leg to the Cape Porpoise whistler the light westerly wind backed south and then hauled again. *Departure* was first around the mark with *Salmagal* three minutes astern. Followed by *Neurone*, *Alladin* and *Medler*. The majority of the fleet was started on the second leg by midnight, some four to five hours behind the average time for the first leg in other years.

The 77-mile leg to the Monhegan whistler was a wearisome business with light, variable air all night. *Salmagal* was first around the Monhegan mark, *Pandora*, a 39′ cutter owned by S. Ralph Cross of Worcester, Mass., second around and *Departure* third. A number of starters dropped out of the drifting match.

A number of yachts did fairly well up until late Sunday afternoon when the wind flopped completely. *Departure* and *Neurone* just barely made it, but *Flying Saucer*, James L. Madden's 45′ yawl *Brenda*, John Robinson's 37′ cutter *Widgeon* of Falmouth Foreside, David Heilner's 39′ yawl *Icrana* of Blue Hill, and R. M. Love's 40′ cutter *Gay Gull* of Vineyard Haven all slatted around outer Casco Bay and Hussey Sound for from four to 12 hours waiting for wind.

JERRY MCCARTY

EASTERN E SCOW SERIES

► George Bouckhuyt, sailing *Ju-Ju IV*, won the Eastern Class E Scow championship in a four-race series on his home waters of the Chautauqua Lake (N.Y.) Y.C. Aug. 9-10. Starting off on the wrong foot with a 10th place in the fleet of 26 boats, Bouckhuyt thereafter took a second, a third and finally a first, to wind up with 88¾ points to 85¾ for *Keuka Bell II* sailed by Champ Howell of Keuka Lake. His quarter-point for winning the first race made Howell runner-up, as *Bounty*, J. Norman Johnson, and *Jolly Roger*, Roger Lundquist, both of Chautauqua, both earned 85 points.

Dick Turner, also of Chautauqua, with a third and two wins in the first three races, saw a probable championship dissolve in the splinters of his broken mast when two stays parted in the last race, sailed in wind that puffed up to 30 m.p.h. Besides the two New York State lakes, the Lake Hopatcong and Little Egg Harbor fleets from New Jersey were represented in the series, Tom Wiss in *Wislyn II* from Hopatcong taking fifth place.

(Other Late News on page 147)

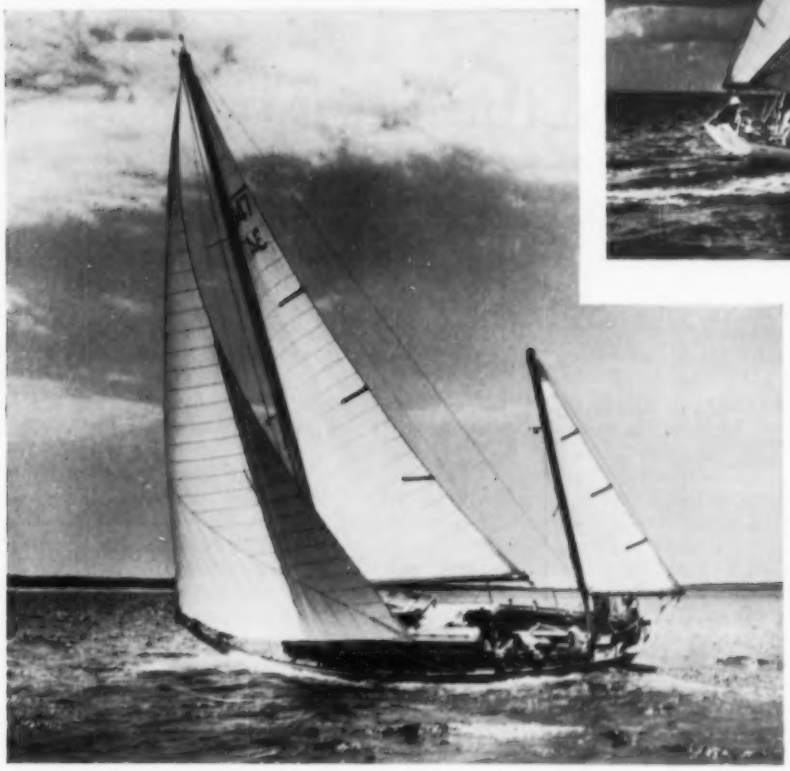
"TIOGA" DOMINATES NEW YORK Y.C. CRUISE

► Those who are prone to proclaim: "Something has to be done about these centerboarders" acquired new fuel for their fires on the New York Y.C. cruise in August. As was the case last year and the year before, the most spectacular performer on the cruise was Bradley P. Noyes' *Tioga*, a 50-foot keel-centerboard yawl designed by K. Aage Nielsen and a winner ever since her launching in 1954.

Tioga won the Astor Cup in a fleet of 42, took her third consecutive leg on the Una Cup, and scored two firsts, a second, and a third in port-to-port racing. Only *Storm*, the 40-foot flush deck, molded plywood sloop designed, built and raced by Bill Luders, of Stamford, gave *Tioga* any trouble in Class B for sloops and yawls. *Storm* beat *Tioga* once and was second to her three times, once by only 16 seconds.

Outstanding performers were Class B winner "Tioga," (right), which took the Astor and Una Cups, and "Whisker," (below) in Class C

Rosenfeld photos



In Class C sloops and yawls rating under 30 feet C.C.A. measurement, the top boat was John R. Fales' 41-foot keel-centerboard yawl *Whisker*, a smaller version of *Tioga* by the same designer. Against such established talent as Ray Hunt, Ed Kelley, Bobby Coulson and Bubbles Havemeyer, the Providence yachtsman took three firsts, a third, a fourth, and a fifth with *Whisker* in six starts.

If she were eligible—which she isn't because as an Eastern Y.C. yacht she was a guest on the cruise—*Tioga* would stand by herself as a candidate for the Cygnet Cup given annually to the New York Y.C. yacht making the best performance on the cruise. From this pew it looks as though the choice lies between *Whisker* and *Storm*.

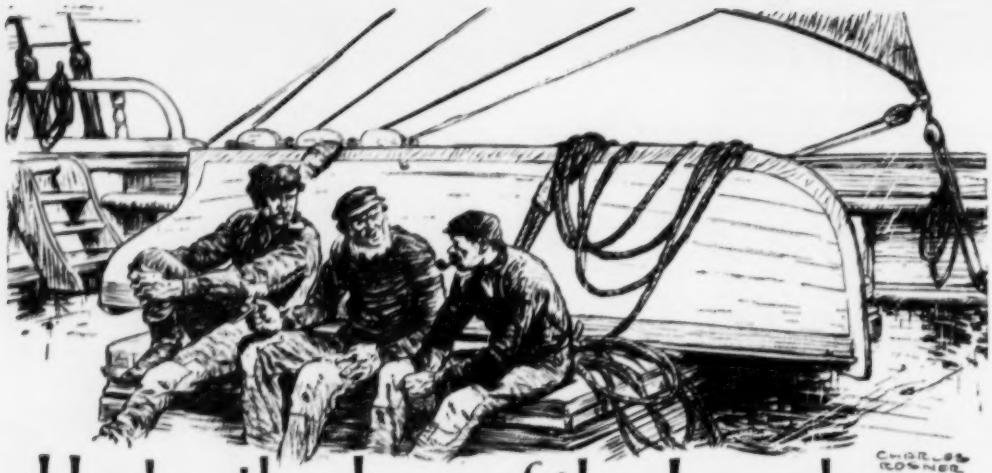
Storm's record is marred by a DNF in the tiresome, fluke-ridden drift from Provincetown to Gloucester, a 44-mile passage which Joseph V. Santry's schooner-rigged New York "50" *Pleione* negotiated in 11 hours, 4 minutes, to take the Edward Welch Clucas Memorial Trophy for the best elapsed time on the longest run of the cruise.

Storm was one of ten yachts which gave up that race when it became too ridiculous for their captains to endure longer. Those who stuck it out were finishing as late as 16 hours after their departure from the tip of the Cape. The previous day's "run" was a dud because no one was anywhere near Provincetown on the short slide across the bay from the Cape Cod Canal when the time limit ran out. Two consecutive days of chasing catspaws and slatting about in calms were more than a fourth of the starters cared to take.

Class A sloops and yawls, which with 15 starters was the largest division on a cruise which never had more than 43 boats racing on any one day, had no outstanding boat. Howard Fuller's *Gesture;* the 55-foot yawl *Circe*, under charter to Captain Jack Matthews; and Bob Hall's cutter *Nimrod V* started the cruise by finishing in that order on the first two runs. Thereafter, first one and then another of their classmates rose to the top. *Mogu*, the 67-foot sloop chartered by Cummins Catherwood, was near the bottom of the standing every day but one, when she led the class into Gloucester and saved her time on all hands. *Good News* won in her division on Astor Cup day. *Sea Lion*, which started poorly, took a third, first and second in her last three races.

The traditional, albeit outmoded schooner-ketch class, came up with the usual handful of boats, a 1-2-4-1-2 performance by Bill Ziegler's *Bounding Home*, and the Queen's Cup winner, *Niña*. In a smashing northeaster and lumpy, greybacked seas which made wet, heavy going, Commodore DeCoursey Fales had his 28-year-old, 59-foot staysail schooner flying around 33 miles of windward and leeward sailing. Climbing uphill under shortened sail and piling it on for the reaching and running, *Niña* was fifth of the 12 starters to finish and took the cup by 41 seconds corrected time.

(*Continued on page* 146)



Under the Lee of the Longboat

By SPUN YARN

WELL, YOU seem to have had it as far as sailing through Moosabec Reach in eastern Maine is concerned. Of all you cruising men who like to sail through the Reach on your way to Roque Island, Cutler and Eastport, only about 20 wrote to the U.S. Army Engineers and only one attended the public hearing last April and vocally protested the bridge that will be built from Jonesport to connect the 300 inhabitants of Beal Island with the mainland. After it was all over, the American Yachtsmen's Association, which had been active in opposing the low level bridge, learned from the office of Congressman Cliff McIntire that the sardine business was practically nil and that lobstering was not up to par. What this had to do with converting a navigable, relatively fog-free thoroughfare into a dead end for sail boats was not explained by the Congressman's office. The Army Engineers, whose duty it it is to uphold the rights of users of Federal waterways, adopted a don't-give-a-damn attitude, while "The Maine Coast Fisherman," which could have been a powerful voice, ignored the whole controversy.

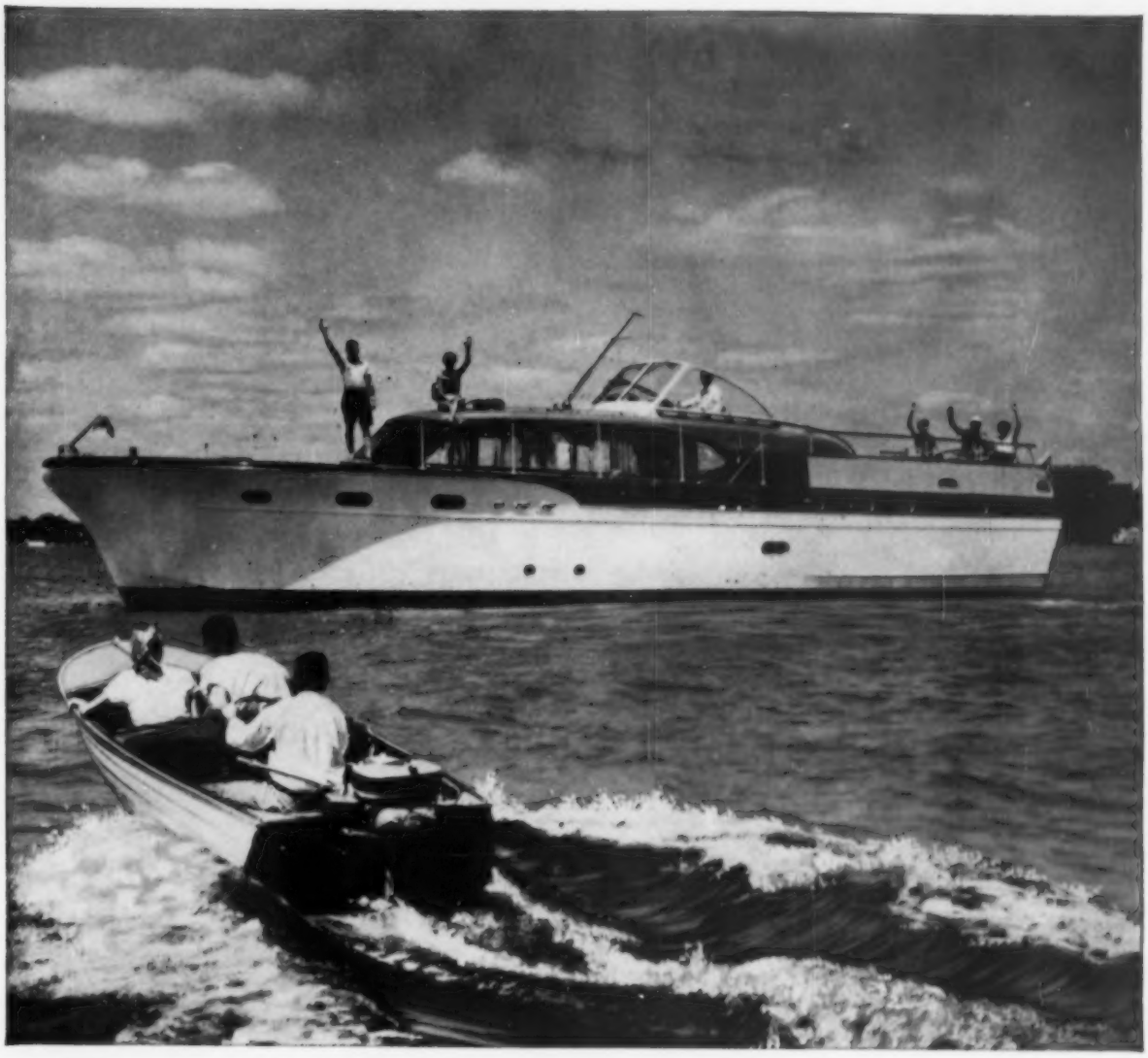
I put in my six cents' worth by writing to the Engineers and to my New York Congressman. The Engineers didn't bother to answer and Congressman Wainwright very properly replied that he was without jurisdiction. He did, however, discuss the bridge with McIntire and another of his colleagues from Maine who expressed interest but accomplished nothing. Be all that as it may, you are now going to have a fixed bridge with only 39 feet clearance over the easternmost of the reaches which contribute so materially to the charm of Maine as a cruising ground. Billions of Federal money have been spent to open up other waterways and the best that can be said for this cock-eyed project is that not Federal but State funds will close Moosabec Reach. The thrifty farmers and fishermen of Vacation Land have themselves bought the privilege of making it difficult for yachtsmen to spend their money Way Down East.

Trans-Atlantic racing to Spain is about to become the most duplicated, if not the most popular, branch of the blue water sport. It all began simply enough in 1928 when the Spaniards proposed a race from New York to Santander which attracted nine American and no Spanish yachts. Years passed and in 1951 Commodore Rafael Posso, of the Club de Nautico and Havana Yacht Club, put on a race from Havana to San Sebastian, Spain. This, the longest of all ocean races, was won by the American ketch *Malabar XIII* a few days before another American entry, the schooner *Sunbeam*, quit and put into Vigo. Other competitors were the Cuban schooner *Cubana* and the famous Argentine ketch *Gaucho*. Last year Commodore Posso repeated his race to San Sebastian and succeeded in drawing the American ketch *Ticonderoga* in addition to the Spanish yawl *Mare Nostrum*, the Cuban yawl *Siboney* and again the *Gaucho*. The Spanish entry won, the American finished and placed second and the good old *Gaucho* hopped along fast enough to knock several days off her previous run. The *Siboney* was disabled and towed to Norfolk. So, omitting from consideration the initial race to Santander, we have a record of one Spanish, three Spanish-American and three North American starters in two events.

You have already been informed on this page that Commodore Posso is well along with plans for a third race to San Sebastian in 1957. In the meantime *Mare Nostrum*, the one and only Spanish trans-Atlantic yacht, has been sold to an Englishman. So, guess what? Why, the New York Yacht Club, not widely known as the premier ocean racing organization of the world and points east and west, is seriously considering a proposal by Spaniards of high diplomatic status to co-sponsor a race in 1957 from Newport (or maybe New London, the way it did the Annapolis Race) to Santander. I gather that Commodore Posso will be invited to abandon his race and substitute for it a tuner-upper from Havana to Newport (or perhaps to the famous fairway buoy in the lower Chesapeake). But, I ask you, do they have fiestas and native Spanish brandies and sherries in Newport? Is the good *Commodoro* going to like having his plans changed by the *Norte Americanos?* All this adds up in my estimation to great enthusiasm for Trans-Atlantic racing on the part of flag officers, ambassadors, rival chambers of commerce and other promoters, and an astronomically high boiling point on the part of the ocean racing yachtsmen who are expected to plunge through spume and spray in order to learn for themselves whether the rain in Spain stays mainly in the plain.

Perhaps for the benefit of those who came in after the pickshers started I should explain that a year ago last June I commented on the New York Yacht Club's determination to start the Annapolis Race from New London, a starting

(Continued on page 108)



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VOLUME 100 Yachting NUMBER 3

SEPTEMBER : 1956

Five of us carried the shipping crate into the garage, which then became the boatshop

A FAMILY BOATBUILDING PROJECT

"Production Notes" of Four Amateurs Who Started With a Kit and a Set of Directions

By ROBERT A. JONES

Photos by the Author

I SUPPOSE like everyone else who ever thought of building their own sailboat we were no exceptions in finding the start the hardest part of it. By "start" I mean the actual decision to go ahead with a definite type of boat. There were many considerations such as size, cost and suitability. Our two daughters would use her most of the time yet occasionally all four of us would be aboard. Then too, we wanted a boat that could be hauled out with ease, loaded on a trailer and used on other than home waters.

One fact which helped us decide was the start of a class of Blue Jays at the Cedar Point (Conn.) Yacht Club. Four of them were in use in the junior sailing class, which gave us a good opportunity to judge their qualities. So, finally we settled on a Blue Jay as our family boatbuilding project.

Once we had decided, it was a question of "how does one go about it?" We thought of starting from scratch: but after a bit of scouting around we gave that up, particularly after hearing about one stalwart who was still wondering, after a couple of years, whether he ever would get the "thing" launched. Then came the bright idea that maybe there was a kit in rough form, where most of the work had still to be done, but with all the hurdles that are so difficult for amateur builders taken care of.

The start of Miami's 136-mile Gold Coast Marathon

Miami News Bureau

The empty crate was set up and leveled on the garage floor and used as a construction base. Cross pieces were nailed to the base where the frames would be

So we wrote Sparkman & Stephens, who designed the boat,* ordered a set of plans and asked about kits. They gave us the information we wanted, including a list of Blue Jay kit manufacturers.

Since McKean Boats, in Mamaroneck, N.Y., was the closest to home we dropped in, met Bob McKean and had a look around. There were Blue Jays in several stages of construction lying about. It was a most instructive first-hand view and it didn't take us long to decide that this was "it." Particularly after Bob said, "sure we make kits in several different stages. If you want to start near the beginning I guess we could fix you up with a rough-rough kit." This basic kit consists of all the wood parts such as keel, stem, transom, frames, planking, centerboard trunk, rudder and so forth, all cut to approximate size, but rough. The advantage over having to start from scratch, however, is tremendous. And costwise it makes a lot of sense too, as there is minimum waste. It had always seemed to me that the big problem in building only one boat would be getting all the different kinds and shapes of wood required without having to buy twice as much as needed.

Another big help was McKean's way of packing all the parts in a crate 14′ long, 2′ wide and 12″ deep with the position for each frame marked on the crate. All you have to do is use this crate as a construction base. Within two hours after we got the package home we had the base set up level on the garage floor, the keel laid out, the centerboard trunk assembled and the first frame in position!

Without a complete set of plans and instructions we would have been utterly bewildered, as it was we were merely confused. But we made a few solemn vows—to take our time, to make sure each step was properly done before proceeding to the next and to watch our language. Since the step-by-step instructions are available, there's no point in duplicating them here, but a few remarks about our experiences might prove useful to others.

In boat-building there's a certain amount of dimensional tolerance, but since a boat is a symmetrical shape, you'll often find that an error of, say, a quarter of an inch can be divided equally, so that half is on each side. An eighth of an inch one way or the other isn't too serious.

Our one-car garage became a boat shop overnight. It was a bit crowded, but with at least two months of good weather ahead we could leave the door open most of the time. And then, once the frame was completely assembled, we made a great discovery: by slipping four sections of sawed-off broom stick, two on each side fore-and-aft, under the base, we could roll the whole business outside with ease. The upside-down method of construction simplifies matters considerably. With about a foot of excess material on the end of each frame it's simply a matter of screw fastening each to the appropriate cross piece of the construction bed. Of course they must be exactly in the right position and square to the base.

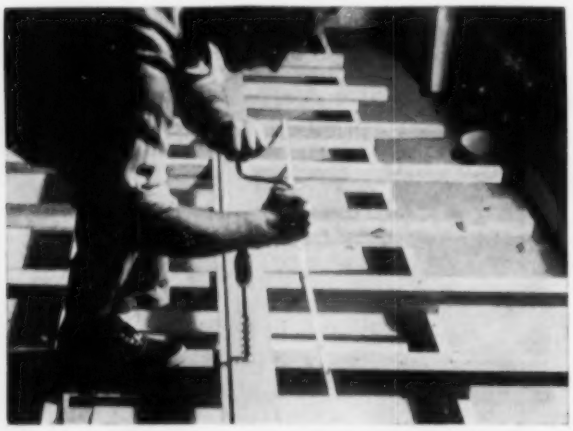
Bedlogs glued to centerboard trunk sides and fastened from inside to log with Anchorfast nails

Our first step after setting up the base was to cut the centerboard slot in the keel. After marking the opening, holes were bored at each end and the piece between sawed out by hand with a ripsaw.

The two sides of the centerboard trunk were fastened to the bedlogs and head ledges using sealer and Anchorfast nails. Then, with the trunk inverted and clamped for support to one side of the base, the keel was placed in position over it and screwed down to the bedlogs, with plenty of sealer between to make the joint waterproof.

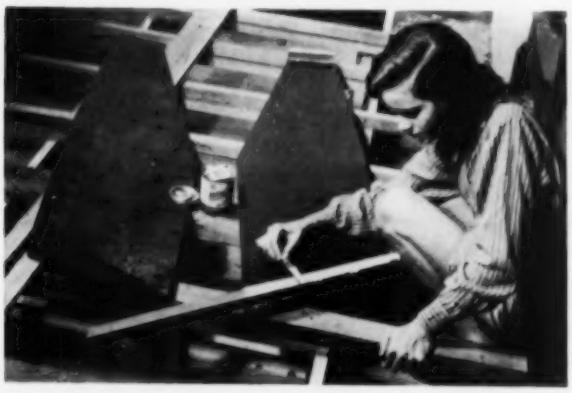
This assembly was turned rightside up and midship frame

*With nearly 700 boats afloat or building, the Blue Jay is probably the fastest growing one-design class in the United States today. She is 13′6″ l.o.a., 5′2″ beam, has a sail area of 90 sq. ft., and weighs approximately 250 lbs. Class secretary is Robert Sparkman, Sparkman & Stephens, 11 East 44th St., New York 17, N.Y.



The first step in construction: centerboard slot marked on underside of keel, holes bored at each end, and then ripsawed along lines on both sides

#8 was fastened with two screws to the after end of the centerboard trunk at the keel. It was then set aside while the stem and knee (which are first shaped and joined together) were fastened to the forward end of the base, upside down. Next the transom was braced and clamped into position. Then the keel, centerboard trunk and frame #8 assembly are inverted with the ends resting on stem and transom.



Sides of the centerboard are joined to head ledges with rubber sealing compound and fastened with Anchorfast nails

You might say that the whole of the boat's finished dimensions depend on whether the measurements from the stem to frame #8, to the transom are correct. When they are exactly so, frame #8 is fastened to the cross piece of the base. From then on matters proceed quickly. The other frames are clamped or nailed to the proper base cross pieces, squared up and screwed to the keel.

I suppose it's a matter of opinion, but it seems to me that accurate notching of the frames for the chines and clamps is the most important step of all. With more advanced kits this already has been done.

The notches are cut with a finetoothed backsaw and chisel. In spite of our care there were several notches that needed trimming when the chine pieces were put in place. But the thrill of seeing the hull lines finally taking fair shape is well worth the extra effort.

Our main concern was to have these joints at frame and chine really tight. Using plenty of glue was one way of making sure, we discovered. When the screw that fastens them together is taken up the last quarter turn the glue should ooze from every faying surface.

I must admit that I'm a bit old-fashioned about the use of a brace and screwdriver bit for this operation. It seems that I can feel the screw taking hold better, and when that last quarter turn is made I can be sure from the way it bites down that a tight joint has been made.

The trick to driving bronze screws into oak, we found, was how you drill the hole. A power drill can save a lot of time, of course and if you have one, so much the better. But it wasn't really so bad with the old egg-beater. With one of us drilling, and another keeping pace behind, gluing and clamping, a third setting screws in the holes, and still another following along with brace and screwdriver bit, the whole thing proceeds fast enough. Don't forget to soap each screw before placing it in the hole. They drive in easier and there's less chance of splitting.

It isn't necessary to countersink in plywood. In fact with ¼" thickness it is my feeling that it's better not to do so. In making the last quarter turn of the screw, the head bites down into the surface and countersinks itself enough to take the filler, leaving a perfectly flat surface.

When installing the clamps and chines, we found it best to commence at the stem, working back toward the stern. When you reach the transom there should be several inches

Setting a clamp into its notch with plenty of glue

hanging over. Measure with an adjustable square the angle that the chine or clamp will have when it's flush with the transom. First make a trial cut on a piece of scrap to check your accuracy, and when you're sure it's right, go ahead.

It's to be expected that anyone building a boat for the first time will make a few mistakes. Even with the greatest of care things will sometimes go awry. But it is surprising how many of these errors can be corrected without serious results. For example, we were off on a couple of places where there should have been a perfect fit of two pieces. These were easily corrected with scraps of oak that had been cut off somewhere else. The filler piece was generously glued on both sides, pushed into place and clamped and screwed tight. Small trimmings are bound to come in handy somewhere along the line so treasure them in a special box.

(To be continued)

The clamp is wedged up tight to bottom of notch

Yachting's Washington Report

The House Merchant Marine and Fisheries Committee has announced the dates of its West Coast hearings on pleasure boating and whether there is need for more laws. Chairman Herbert Bonner will welcome the views of yachting groups and boat owners. Plans call for hearings at Tacoma, Wash., in the forenoon of Sept. 4; Seattle, the afternoon of the 4th and Sept. 5; San Francisco, Sept. 7; San Pedro, Sept. 11, and San Diego, Sept. 13. Those interested in being heard should contact Chief Counsel John M. Drewry, Merchant Marine Committee, Washington 25, D.C.; or Coast Guard authorities in these cities.

THE boating hearings during the waning days of the 84th Congress by the House Merchant Marine and Fisheries Committee produced a wide range of views on how U.S. boating can be made safer—everything from a suggestion for a substitute for gasoline to outright licensing of all boat operators. Of all the ideas put forth, the one drawing the most attention of committee members was boat operator permits, despite the statement of Vice Admiral Alfred Richmond, Coast Guard commandant that licensing raises "administrative difficulties" and might restrict pleasure boating.

Several committee members even expressed surprise that anyone can go down to the water, crank up a boat and go cruising, without registering, licensing or possession of any boating knowledge. As the first phase of the study wound up and the committee under Chairman Herbert Bonner (D., N.C.) prepared to take to various boating centers, it was obvious that members of Congress were getting a liberal education in American boating.

Here, meanwhile, are the views of some of the witnesses:

U.S. Coast Guard (Admiral Richmond)—Federal leadership in establishing a model boat code for the states to follow appears essential. Otherwise the situation can develop into "a truly hopeless quagmire of divergent, inconsistent regulations and controls which . . . would obstruct and frustrate the boat operator with not one whit of increase in safe use of our waters." His suggestions for further committee study: (1) numbering of boats on a periodic basis rather than present "one-shot" arrangement, (2) inclusion of outboards 16 feet and less under the Federal Numbering Act, (3) changes in the outdated Motor Boat Act of 1940 to allow civil penalties instead of the often hard-to-prosecute criminal penalties for reckless and negligent operation, and (4) controls over boat liveries at the state rather than federal level. Concluded the Commandant: "Regardless of what Congress may decide to do, unremitting education in boating safety should be our true goal."

Motor Boat and Yacht Advisory Panel (Chairman Joseph Choate)—The 19-man panel of industry and yachting groups that advises the Coast Guard on pleasure boat problems believes licensing of operators would be "too big and too cumbersome." But it recommends a drastic rewriting of the Motor Boat and Numbering Acts with these new ideas: (1) periodic issuance of a combined award of number and permit to operate which could be revoked, (2) registration of all craft that operate on federal waters under C.G. jurisdiction (as against purely state waters) and (3) "possible" overhauling of the Rules of the Road which now vary in different areas of the country.

Coast Guard Auxiliary. (National Commodore John Tanner) — While this organization of some 12,500 yachtsmen has not yet taken a stand on licensing, Tanner feels it's unnecessary. A better approach would be more education and stepped-up enforcement. He also proposed numbering of all power craft every two or three years and suggested a $5 fee. As an example of the desire of yachtsmen to operate safe craft, Tanner disclosed that 60% of those rejected last year under the courtesy inspection program made changes and then passed the rigid CGA standards.

National Association of Engine & Boat Manufacturers (President Ralph Klieforth)—Advising the committee to "make haste slowly," the association agreed with Admiral Richmond that "you can't legislate common sense." Mr. Klieforth proposed: (1) extension of federal numbering to all powered craft, (2) amendment of the Motor Boat Act to permit civil penalties, and (3) study of possible use of federal and state taxes on gasoline, now refundable to boat users, to help the Coast Guard and the states foot the bill for enforcing any new laws. Note: It was the NAEBM, with the concurrence of the Outboard Boating Club of America, that first proposed the Bonner committee study.

American Yachtsmen's Association (President R. M. Phelps)—Reporting on a poll of its members made only a few weeks prior to the hearing, Phelps listed these returns, among others: 90% favor a basic federal boating law, 72% support a workable system of either boat owner or boat operator licensing, 82% believe all power craft regardless of size should be registered or numbered, 99% would favor broader safety equipment than now in the Motor Boat Act, 96% subscribe to a formula to prevent boat overloading. Added Phelps: give the Coast Guard more funds to do an adequate enforcing job. Percentages are based on about a 20% return of questionnaires at time of hearings.

U.S. Power Squadrons (Kenneth B. Champ)—He opposes any system of operators' permits but would favor registration and numbering of all boats on federal waterways.

American Boat and Yacht Council (Sec. E. S. Terwilliger)—The Council, in its voluntary efforts to establish safe construction and equipment standards for pleasure craft, feels there is no need for any legislation in its field. Added Terwilliger: in five years the industry hopes to have broad criteria established and working.

American Pilots Association (Pres. W. Hilton Lowe)—Motor boat operators should be licensed and the Rules of the Road amended to make clear that they apply to vessels of equal maneuverability. Or expressed another way: small boats should keep clear of big ships, particularly in confined waters.

National Outboard Boating Assn. (Exec. Sec. James R. Lewis)—Testifying for a service organization just coming into being, Lewis advocated more federal funds for expansion of the Auxiliary, and the turning over to the states of boat registration. He made this observation: up to 50% of outboards in use may not come under federal jurisdiction, hence federal licensing and registration may not be the desired means of control and identification.

One big question still to be answered for the House committee, and the most important of them all, is just how widespread are boating accidents in the U.S. Before the

(Continued on page 102)

The barren hulk of Santa Barbara Island with a comfortable anchorage in its lee, affords a central base for cruising the Channel group

AROUND THE OUTER ISLANDS

Stark Beauty and Natural Wonders Await the Venturer to Southern California's Offshore Islands

By CARL M. BIGSBY

Photos by the Author

OFF THE COAST of Southern California lie eight major islands that are referred to locally, if at all, as the Santa Barbara or the Channel Islands. Fifty years ago these islands were the frequent haunts of yachtsmen who claimed Los Angeles as their home port. So popular were they that in 1910 Charles Holder, one of their most enthusiastic visitors, had published a 400-page volume, replete with information on the flora, fauna, and harbors of the islands, as well as the piscatorial life that abounded in the surrounding waters.

But today one may search in vain for a local skipper who has visited more than three of these islands. The farthest off shore in the group lies at most only two days' run from Los Angeles Harbor; all can be visited in a two weeks' cruise. Today probably not one Southern California yachtsman in a thousand has anchored off the most remote of these islands.

What has happened in the meantime, I tried to learn. "They're just afraid to try," said the oldtimer. "They listen too much about how tough it is." Whatever the reason, in 1946 these islands were reported by a Navy publication to constitute some of the "least-known areas in the United States."

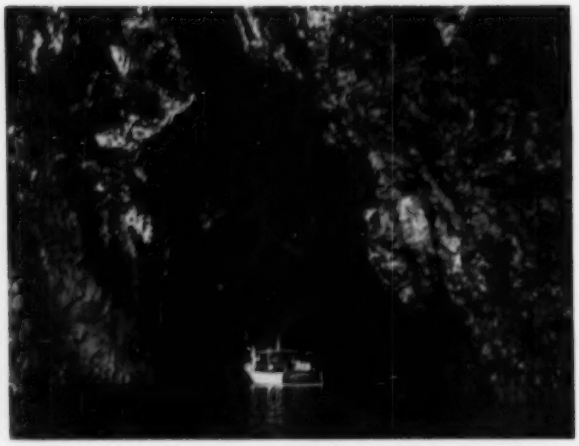
Perhaps a little more inclined to exploration, I visited all of the islands, except San Nicholas and San Miguel, in 1947, 1948, and 1949, reporting my findings in the April, 1950 issue of YACHTING. In 1951 I set out to add San Nicholas and San Miguel to my "Island Chain," and to explore thoroughly the windward side of San Clemente. In addition, I wanted to penetrate and photograph the interior of the Painted Cave of Santa Cruz. From the three previous visits to these islands, I knew that *Cazadora*, a sturdy, 48-foot custom built cabin cruiser, could take it. Powered by two Superior diesels, she has a cruising range of 450 miles, and carries enough fresh water for two weeks at sea. Before the cruise was over, however, I wished that she had been equipped with more and heavier ground tackle.

While the "outer islands" abound in ethnological and historical interest, they are now privately and government-owned. Landing may be found to be restricted and discussion of them here is, therefore, as a cruising objective.

San Nicholas is the farthest offshore, 53 miles, of the so-called "Channel Islands," but San Miguel is the most western, 43 miles, more westerly than San Nicholas, and 60 miles nearer to Point Arguello, where the California coastline turns due east. San Clemente, 50 miles offshore, is both the most southerly and the most easterly of the eight Channel Islands. The intensity of the prevailing summer winds, and the ferocity of the seas that whip up around these islands varies with the distance out to sea, and the proximity to Point Arguello.

It is presumed that the yachtsman who is intrigued by a cruise to the outer islands is one who doesn't shrink from a day's run in continual, drenching spray, or who, if he is a powerboat man, isn't unhappy as his boat pounds, hour after hour, in a succession of short, steep seas.

But, even to such a sailor, comfort at sea is not a negligible consideration. Hence, if this article contributes anything for the yachtsman to the scanty store of published material on the Channel Islands, it should be a guide to



The 48' "Cazadora" appears dwarfed by the imposing chamber of the Painted Cave of Santa Cruz

"Cazadora" in New Moon Bay, which is known as the "Gem Cove" of the Channel Islands

the most favorable summer course on which a cruise of these islands, either by power or sail, can be made. The suggested two weeks' cruise includes all eight of the Channel Islands. Unfortunately vacation time in Southern California is a season of high winds around the outermost islands.

Starting from Los Angeles, there is only one proper direction in which to make the circuit: west or northwestward first! The proposed cruise starts with a first day's run to Santa Barbara Island, focal point of the entire group, and the one island from which all of the others can be reached on a comfortable course. There is unrestricted anchorage here on the lee side, at the foot of a long-abandoned funicular railway. From "The Rock," as it is known by old-timers, a run of a few hours will complete a course through the Anacapa Passage, with the Anacapa Islands to starboard and the many charming harbors on the northern shore of Santa Cruz at day's end. Of these, Fry's and Lady's have the advantage of being relatively near Painted Cave, and at the same time afford a westerly anchorage from which to take off for San Miguel.

A cruise of the islands should by all means include a day for exploration of the Painted Cave. Magnificent in its vastness, this natural wonder is unduplicated (to my knowledge) on the Pacific Coast. It is strictly a marine cave. Its floors are the ocean itself, hundreds of feet in depth, into which the vari-colored walls of the cave drop perpendicularly. I judge that the waters of the Pacific enter the rugged rock of the island to a depth of at least 600 feet.

The Painted Cave's massive domes join one another, each smaller in size as they penetrate into the bowels of the mountain, forming an "L," the base of which is in total darkness. We put the dinghy overboard near the entrance, and *Cazadora* stood off outside for an hour and a half while the skipper and I entered the cave with our cameras.

Inside, as the flash bulbs went off, the din of the barking sea lions began to be heard, and the reverberations of their outcries increased in intensity as we penetrated farther into the pitch blackness of their lair. The third chamber, from which only a narrow beam of daylight can be seen, is smaller than the first two but still at least 60 feet in height and breadth; the last is in total darkness. The first, or outer, dome we found to be so large that we later decided to put *Cazadora* herself into it, and there she lay quietly while I went farther inside.

A start at daybreak from a westerly harbor on Santa Cruz is imperative for the run to San Miguel, for winds off the Southern California coast are as unpredictable as they are variable. Periods of high offshore winds usually last several days. They may come up as early as nine a.m., and whatever the winds are anywhere else, the stiff breezes that are spawned at Point Conception vent their initial fury on San Miguel. This island, most formidable of them all, is so isolated from the mainland that it receives no mention in the "Coast Pilot." The seas that make up in the narrow entrance to the comparatively shallow San Miguel Passage are the shortest and steepest ones I have encountered in all my cruising.

San Miguel, in the opinion of some, is the most picturesque of all the Channel Islands. Long sandy beaches, with multiple white caps incessantly rolling in upon them, and jagged volcanic abutments, frame beautiful turquoise coves; and virtual waterfalls of sand etch their descent over the rocks and into the sea. The almost unbelievable process of erosion by the winds on San Miguel is so positive that Arthur Sanger, of Los Angeles, who has been cruising to the Outer Islands since 1905, reports finding a deep canyon

Dorothy deFontaine

The white speck across San Miguel's Cuyler Harbor is the 65-foot schooner "Flying Cloud"

An abandoned cattle chute identifies this recommended harbor on San Nicholas. The abandoned radio station on the slope above aids in locating this island's only good unrestricted anchorage

Typical of the coastline of Southern California's offshore islands is this huge rock flanking the entrance to Seal Cove on the windward side of San Clemente

that a few years previously had been entirely covered with sand.

San Miguel, since the turn of the century, has been a major source of relics of its former Indian civilizations. Found five feet or more below the surface, in what were originally graves, the knives, spear heads, arrows, beads, necklaces, flutes, pipes, pots, and the bleached bones of human beings as well as of seals, whales, and otter, trace the impact of both Spanish and Russian conquest of the island. Ornamented variously with beads of Italian, Russian, and local origin, these finds have established the ethnological pattern of the early populace of this and other Channel Islands. Sanger is said now to have the largest collection of these curios in America.

The only recommended anchorage on San Miguel is at Cuyler Harbor, which itself has a wealth of historical romance associated with it. It is here that Cabrillo, Portuguese-born explorer, and discoverer of the Channel Islands, is alleged to have been buried. It was here that he spent many of his last years, though why he should have done so has never been explained satisfactorily to those who know the island today. Certainly Santa Catalina, which he also discovered, with its much more secure harbors and pleasant climate would appear to have been more enjoyable. Whatever Cabrillo's reasons, San Miguel, now only 830 feet in height, for the most part a gigantic sand dune that is being eroded by the incessant sniping of wind and sea, still exists as the ephemeral monument to its discoverer. Perhaps he willed that his ashes be thus cast upon the sea, not at his death, but over the centuries.

From San Miguel, the choice of passage to the other seven islands will depend on (a) weather, (b) one's personal preferences, and (c) the speed and draft of one's boat. In general, almost any course that is chosen will be "down hill"—or at least comfortable.

If the weather is good, if your craft draws no more than five feet, and if you have a full two weeks and want to enjoy the quiet life for the first few days, you would do well to proceed around the south side of Santa Rosa to New Moon Bay.* This is, to me, the gem cove of the Channel Islands, its undefiled white sand beach, turquoise water, and ever-present sunshine, making it a dream spot for loafing. In addition, Santa Rosa, though privately owned, is the "friendly" island of the entire group in that every year that I have anchored there, one or more of the local residents have come aboard to swap yarns over highballs.

An alternate anchorage on Santa Rosa, for vessels of deeper draft, is Johnson's Lee. This is a wide bay at which the U.S. Air Force has established a large base and radar operation. There is a good holding bottom, but if one elects to stay there overnight, one should not be fooled by its name. In this anchorage I have seen it dead calm at noon, with winds I estimated at 60 miles an hour whipping up in the early afternoon and blowing until midnight, with powerful rollers fighting the offshore gale. Heavy ground tackle is recommended for Johnson's "lee"!

The 50-mile run from Santa Rosa to San Nicholas (or from San Miguel, if one elects to skip Santa Rosa) is made

**New Moon Bay is not named on the chart, the name being my own. It is the first bight west of Southwest Anchorage on the Santa Rosa Side of the Santa Cruz Channel.*

(Continued on page 105)

AUTOMATIC PILOT ROUNDUP

What They Are, What They Do, and How They Do It

By ELBERT ROBBERSON

STEERING a boat is, to many people, one of the most glamorous activities afloat. That's how I felt when I matriculated, after Navy boot camp, aboard the old four-pipe U.S.S. *Detroit*. The first thing I did was to wangle my way into the wheelhouse, imagining it to be a glassed-in veranda centered around a big wheel with plenty of spokes.

The magic place turned out to be a small dark room with slits in the wall for vision. Worst of all, there wasn't a wheel anywhere. In the center of the deck stood a pedestal with a crank-like handle sticking out the top, looking for all the world like a trolley-car controller. And, holding the crank, like a trolley-car motorman, was a scrawny-armed kid. With the ship trembling and bucking along at 30 knots, the turbines and forced-draft blowers screaming, one movement of his thin wrist laid the ship on her side in a skidding turn that sent crockery smashing and loose gear flying through the air.

"Boy, I'll bet that took some muscle," I said.

"Naw, electric motors turn the rudder."

"None of this mechanization for me," I thought, "just wait until I get a boat of my own. I want to feel those forces hand to hand!"

A few years later I did get a boat of my own, a beautiful little sloop, without any mechanism whatever. When you took the tiller, it was like something alive. My wife and I sailed the boat from Boston to New York. After a few days, I noticed something odd, almost unbelievable; the thrill of handling the boat seemed to be fading! My wife developed into a superb helmsman.

Since then I have noticed that other skippers share my feeling. How often, once outside the harbor and with a long, uninteresting slog down the Sound in prospect, the skipper will suggest, "Want to take her for awhile?" It frequently turns out to be quite a long while.

Steering a boat is like anything else—a little is fine, but past a certain point it becomes monotonous. A long session at the helm, while it doesn't occupy much of either mind or muscle, prevents you from doing anything else. Consequently, your interest flags, and with it your accuracy. The course wanders as the brain gathers wool.

One way out of this is to have crew, family, or guests man the wheel. The modern way is to install an automatic pilot. They've been designed down to sizes that are practical on almost any auxiliary or cruiser, and they'll work with sail or power. Even a tiller-steered boat can be handled by attaching the drive sprocket to the rudder post, or hooking a bridle from the automatic pilot steering motor to a point on the tiller itself. Furthermore, many of the pilots provide *power steering* for remote control of the helm, such as from the mast when fishing, or from the bow when you are picking up a mooring.

There are more than ten units on the market that are suitable for pleasure boats. But, to make an intelligent choice, you should know what makes them work, understand the terms used in their description, and know what they can and cannot do.

Before we get wound up in the machinery, let's first see what is involved in steering a boat. To be sure, you just hold the wheel or tiller to steer, keeping the lubber line on a certain compass point, or the bow lined up with an object ahead. But unconsciously, the helmsman is doing much more than this simple description would suggest. There are actually several moves in steering a course, and different ways of performing them.

One form of steering is an art. The best man I have seen at it was an instructor on the California Nautical School training ship. The wind would be blowing the tops off the seas and, as the ship plunged into them, it would feel like an express elevator gone wild. The cadet at the wheel would be spinning the spokes frantically.

"Watch the seas," the instructor would say. "On the small ones, give her a little rudder just as they hit. Swing the ship into the big ones. You should be able to hold the course with just one spoke's turn of that wheel."

"Aye aye, sir," the cadet would say, but the set of his jaw meant, "If you can do any better, let's see it!"

Then the instructor would smile, take the wheel and say, "Like this." The ship would steady down on course. Merely by anticipating the effect of the seas and applying a small amount of corrective rudder *before* the vessel was knocked off course, he could make the ship behave with an almost unbelievable minimum of wheel twirling. The cadet, on the other hand, waited until the ship fell off, then applied corrective rudder.

The instructor was steering *preventively*, while the cadet was steering *correctively*. Preventive steering requires that you analyze and act according to a number of different impressions, such as the appearance of the sea, the feel of the boat, memory of what she has just done, knowledge of what she is going to do in the next few seconds, etc. Only a skilled human being can steer preventively. Corrective steering requires only the knowledge,

Dialing a course setting on the Sperry Magnetic Pilot control. The remote control hangs by its cable on the steering wheel gear box

supplied by compass or landmarks, that the vessel has fallen off course. It is purely a mechanical operation, and can be performed by a properly concocted machine.

It must not be assumed that, since it requires a lower order of skill, "mechanical" steering is of no value. On the contrary, at any time when the experience and intelligence of a human being are not required, mechanical steering is perfectly satisfactory and, in fact, may be the most practical method.

An example of this condition is the case of the calm or moderate sea, in which many boats will hold course with relatively little attention. Furthermore, since there is no wave action to anticipate, the boat stays on course until she wanders off—only then is rudder movement called for. This is the dullest kind of steering. And here the machine can take over, with honors.

An automatic steering device (such as shown in *Fig. 1*) works somewhat like a human helmsman mechanically steering a course, and comparable terms may be used. The helmsman watches the compass. When he sees the lubber line fall off the course, his brain (control unit) commands his arm muscles (steering motor), "Opposite rudder, boys." The arms turn the wheel an appropriate amount and the boat swings back.

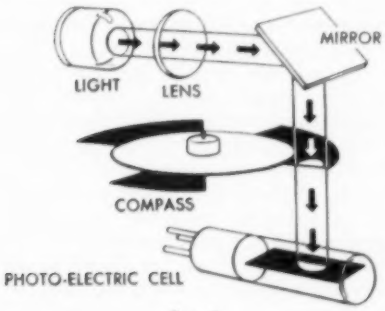


Fig. 2

The automatic-pilot equivalent to eyes may be like the Bendix photo-electric cell, arranged as shown in *Fig. 2*. A vane on the compass card partially obstructs a beam of light falling on a photo-electric cell, so that a medium amount of light passes when the vessel is exactly on course. More light causes an electric signal to be sent to the control unit which directs the motor to turn the rudder in one direction. Less light similarly causes the rudder to be turned in the opposite direction.

Another photo-electric system is employed in the White Automatic Pilot, which uses a light aperture and two photo cells—one for right and the other to command left rudder. On mid-course, a little light falls on both; off-course, one or the other is more brightly illuminated. Because electrical output from photo cells is low, amplifiers are used to boost the signal to operate

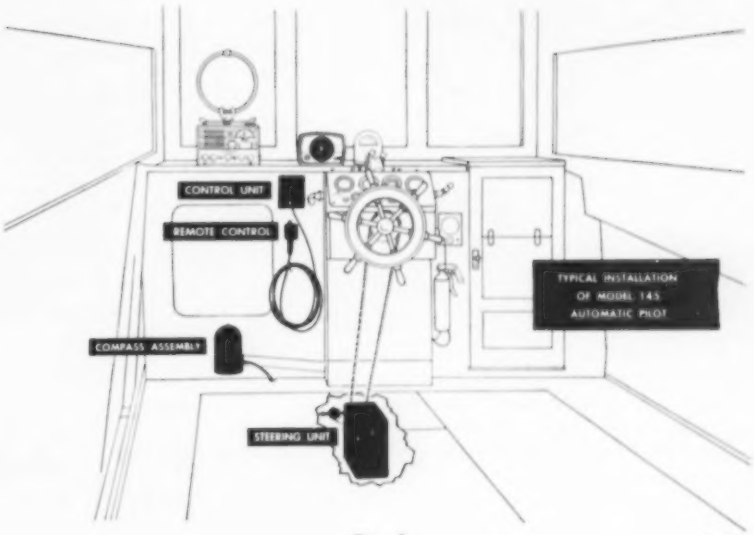


Fig. 1 *Bendix*

the motor control relays. Bendix uses vacuum-tube amplification; White employs transistors.

There are electrical equivalents to these photo-sensing systems. For example, the Guest Automatic Pilot has the compass card act as the rotating part of an electrical variable capacitor (or condenser) similar in principle to those used to tune the stations in a radio receiver. This capacitor varies the frequency of an electrical oscillator. When the vessel is on course, a center-frequency oscillation is generated. If the vessel falls off, on one side, a higher frequency results; on the other, a lower frequency. An arrangement like an FM radio detector picks up the frequency changes, and its output operates the steering-motor control relays.

Still another idea is used in the Sperry Magnetic Compass Pilot. Here the magnetic field around the compass magnets themselves influence a small alternating-current flow through pickup coils mounted on a yoke over the card. Current variations are amplified and used to operate the steering-motor control relays.

In spite of their differences, all of the foregoing systems have something in common: no drag is imposed on the compass card, therefore great course accuracy is possible. By the use of amplifiers, they are capable of a high degree of sensitivity—if desired, small course errors can set the corrective wheels in motion.

Very simple and rugged design is possible through the use of delicate contactors operated by movement of the compass card itself. *Fig. 3* shows the scheme of the magnetic-compass unit in the Richardson Model M Pilot, and is an example of one such form. Contactors are built into the compass for left and right rudder. Between them is a two-degree neutral sector. As long as the ship's head varies less than one degree on either side of the course, no contact is made and the steering unit is idle. A greater course deviation will close either the right or left-rudder contactor, operating the steering motor. A transistor amplifier is used to step up the small current through the compass contacts to a level that will operate the motor control relays.

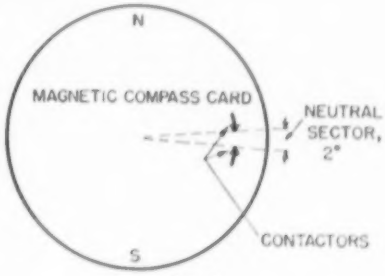


Fig. 3

Some compass units employ a single set of contacts in the compass. With the boat off-course to one side, the contacts are closed; off-course to the other side, the contacts are open. When the contacts are closed, the steering motor turns the rudder in one direction—when they are open, opposite movement occurs. In its very simplest form, this type of control would obviously keep the drive motor and rudder working constantly back and forth, or "hunting," with the boat following a flat "S" curve along the desired course line. Two types of refinements to the basic scheme are used to keep the objectionable aspects of this "course hunting" to a minimum.

One of them is exemplified in the Metal Marine Pilot, which is connected as shown in *Fig. 4*. Note that, in addition to the chain drive between the motor unit and steering wheel, there is another drive from the motor sprocket to the compass base. This is arranged so that the rudder correction is sent back to the compass bowl, in effect

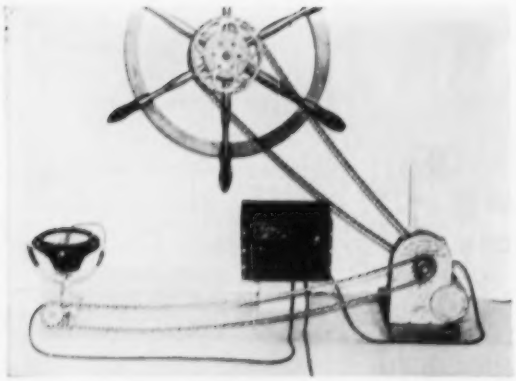


Fig. 4

The Metal Marine pilot (left) with all parts assembled

Cowelco vacuum pilot kit before assembly (top, right) and assembled for installation (below, right)

causing it to "countermand" the original rudder signal, after which the cycle repeats. Thus, the compass bowl oscillates, or hunts, all the time the vessel is on course. When the vessel falls off-course, the hunting stops, with the contacts remaining either open or closed (depending upon the direction of the yaw), and a sustained command to turn back is given the motor, which now goes to work and turns the rudder. In this kind of unit, the compass hunts, instead of the boat, and a high degree of accuracy is possible. A one-tube amplifier is used between the compass contacts and control relays.

The Cowelco Quartermaster uses a similar on-off compass contactor, operating a sensitive control relay directly. By an arrangement of cam-operated switches attached to the power shaft of the motor unit, motor rotation and rudder movement are limited to correspond to sea conditions. This unit works on the basis that no boat is dead on-course for more than a split second, after which it is off-course, either to port or starboard. When the boat is off-course to one side the contacts close—

Richardson 70-watt power unit (above) and cutaway of Richardson installation (immediately above, steering wheel not shown)

Separate parts of Cowelco Quartermaster Pilot, and a complete assembly

on the other side, the contacts open. The "closed" condition causes the steering motor to turn one direction, and an "open" signals the other.

If a boat responded instantly to rudder movement, the pilot would, of course, run all the time. However, there is actually a time lag of several seconds before the boat responds, and during this period the motor rests.

Gyro compasses are also used in automatic pilots. A number of different models are manufactured by Sperry. These have a directional unit which is north-seeking, and entirely unaffected by magnetic variation and surrounding iron, or electrical circuits. Their size makes them appropriate only for larger yachts.

A simple gyro pilot is manufactured by Richardson. The gyro wheel is turbine driven by an air connection to the engine-intake manifold. The gyro is sufficiently powerful to operate relays directly without amplification and, after being set manually to a course, will hold true for a considerable length of time without re-setting.

In addition to originating the course-changing commands, an automatic pilot must have some form of "follow-up" to tell the steering motor how far to turn the rudder. The simplest of these are cam arrangements or timing controls that turn off the motor after it has offset the rudder by a pre-determined amount. This value is set on installation by adjustment of the cams or time delay.

Somewhat more "intelligent" are pilots with mechanical follow-up systems in which a chain drive or flexible shaft connects between the motor unit and compass. Through this connection the amount of corrective rudder can be correlated to the magnitude of the boat's yaw, or a touch of reverse rudder applied to meet the swing as the boat comes back on course. The same effects are possible (without any lost motion or delay) in equipments having an electrical feedback or follow-up circuit.

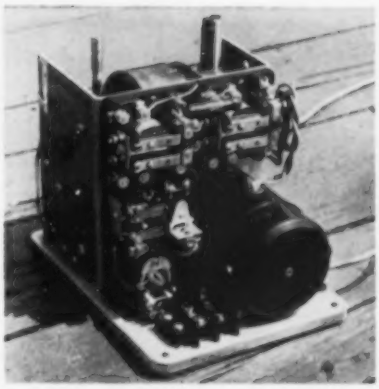
Electric motors, the sizes of which may be optional, with spur or worm reduction gears driving a cable or chain are the usual power source for turning the rudder. However, one unit, the Cowelco Vacuum Pilot Kit, uses an atmospheric-pressure-operated diaphragm linked by crank to the steering wheel. Compass contacts actuate an electrically-operated valve to take advantage of engine-intake manifold vacuum to move the diaphragm. Sperry manufactures an

engine-operated hydraulic-ram steering unit that can be used with their Magnetic Compass Pilot.

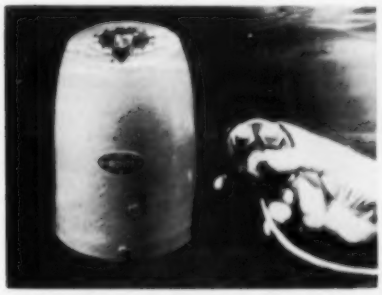
Power consumption of the moderate-size electrical units runs upward from 60 watts which, converted to amperes, amounts to 10 amperes at 6 volts, 5 amperes at 12 volts, etc. This current is drawn only while the motor is turning the rudder; with standby, current drain goes down almost to zero, depending upon the system. Simple units take all necessary electricity from the boat's battery—the more complex use "B"-type radio batteries or a dynamotor.

The manner of operating the various units is different, but none of them is complicated to control. With some, the

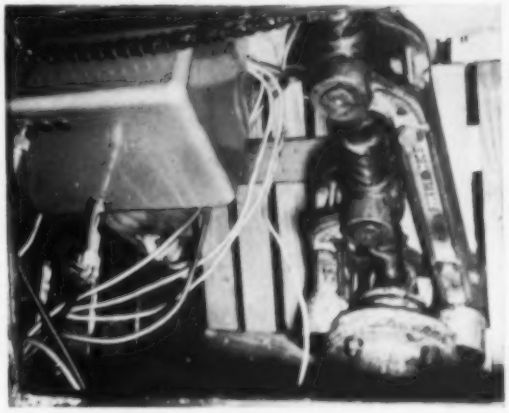
(Continued on page 98)



The point of this picture is that the Bendix Automatic Pilot's remote control can be used to steer from the forward deck



White compass unit and remote push-button control head



The Guest power unit (above, left) weighs 19 lb. A Guest Pilot (left) mounted under the seat of a 50-foot yawl (view from below)

REPRESENTATIVE AUTOMATIC PILOTS

Mfr. & Model	*Compass*	*Sensing*	*Follow-up*	*Hunt*	*Maneuvering*	*Motor & Linkage*	*Power*	**Price*
BENDIX: Model 145	Magnetic	Photo-electric & one-tube amplifier	Mechanical Feedback	No	Pushbutton; remote available	Electric, spur gear, chain	12V. up 75W.	$495
COWELCO: Quartermaster	Magnetic	Contacts & relay	Cams	No	Pushbutton on remote	Electric, spur gear, chain	6V. up 72W.	$465
Vacuum Pilot Kit	Magnetic	Contacts & relay	None	No	Manual	Manifold-Vacuum diaphragm & crank		$160
GUEST: Standard	Magnetic	Electrical capacitance & detector	Mechanical feedback	Yes or No	Course changer	Electric, worm gear, chain	12V. 60W.	$450
METAL MARINE PILOT, INC:	Magnetic	Contacts & one-tube amplifier	Mechanical feedback	Yes	"Dodger" accessory	Electric, spur gear, chain	6V. up 60-100W.	$350
RICHARDSON: Model M	Magnetic	Contacts & transistor amplifier	Time-delay relay	No	Manual; remote available	Electric, spur gear, wire rope,	6V. up 30 to 75W.	$468
Model V	Gyro, manifold vacuum driven	Contacts & relays	Cams	No	By remote control	Electric, spur gear, wire rope	6V. up 30 to 75W.	$869
SPERRY: Magnetic Compass Pilot	Magnetic	Magnetometer & amplifier	Electrical feedback	No	Dial; remote available	Electric, worm gear, wire rope or chain	32V. up 224W.	Approx. $1400
WHITE: Model 10	Magnetic	Photo-conductors & transistor amplifier	Electrical feedback	No	Pushbutton or remote	Electric, worm gear, chain	6V. up 50W.	$349

*Prices F.O.B. factory and subject to change. Installation not included. Quotation given is for a representative model; other models may be available with different features and prices.

Carver

"Shanty I," owned by William Waggoner and steered by Russ Schleeh to new speed records on Lake Washington

"SHANTY I" WINS SEAFAIR RACE

Speed Records Tumble at Seattle

By W. MELVIN CROOK

SEATTLE'S Lake Washington on Aug. 5 was the scene of the fastest power boat race ever as Lt. Col. Russ Schleeh steered William Waggoner's *Shanty I* to victory in the unlimited hydro National Championship event, winning for her owner the top cash award of $11,000. In the process *Shanty* shattered existing competitive speed records for every distance she covered, including the total 90 minutes at 105.878 m.p.h., her best 30-mile heat at 109.934 and her fastest 3¾-mile lap at 116.36.

Seventeen entries attempted to qualify for the Seafair Race, with only the 12 fastest gaining eligibility to the competitive heats. From the morning of July 31 until shortly before race time the 17 hopefuls essayed countless qualifying trials, each consisting of three laps around the 3¾-mile oval. Almost without exception they were beset by mechanical difficulties, which continued to plague the fleet until the final checkered flag was dropped.

Top qualifying speed was posted by Schleeh, who whipped *Shanty* through at an average of 115.483. Next highest was Stan Savres' *Slo-mo-shun IV*, driven by Joe Taggart at a 113.573 pace. Trailing these in speeds were (driver in parentheses): Willard Rhodes' *Miss Thriftway* (Bill Muncey) 110.144; Joe Schoenith's *Gale V* (Bill Cantrell) 109.455; Bill Boeing, Jr's *Miss Wahoo* (Mira Slovak) 108.696; George Simon's *Miss U.S. II* (Don Wilson) 106.635; Joe Schoenith's *Gale VI* (Lee Schoenith) 106.021; Jack Schafer's *Such Crust III* (Fred Alter) 105.058; Edgar Kaiser's *Hawaii Kai III* (Howard Gidovlenko) 104.516; Norm Christiansen's *Tempest* (Bill Tonkin) 103.422; Roostertails, Inc.'s *Miss Seattle* (Lin Ivey) 103.369; and Edgar Kaiser's *Scooter Too* (Jack Regas) 101.174. Just out of the qualified dozen was Bud Saile's *Miss Wayne* which the owner drove through the three laps at 100.148. Scratched for various mechanical reasons were Philip Murphy's *Breathless*, Bob Gilliam's *Tacoma's Miss B & I* and *Miss Skyway* owned by Lyle Parks and Henry Kotkins.

According to the Seafair Trophy rules, the fleet of 12 qualifiers was split by lot into one group of six assigned to Heat One and another sextet to Heat Two. Those still capable of competing after the second heat were again divided by lot into Heat Three and Heat Four starters. Those six boats which gained the greatest number of points in the first four heats were eligible to battle it out in the final 30-miler for which a cash purse of $25,000 had been posted.

The draw for the first heat brought together *Gale V*, *Shanty*, *Such Crust*, *Tempest*, *Thriftway* and *Wahoo*. *Thriftway* was first over the starting line and held a slight edge going into the first turn, with *Wahoo* and *Shanty* in close pursuit. Coming into the first backstretch, Col. Schleeh, a B-52 pilot in the Air Force, pushed *Shanty* into the lead. As *Shanty* finished the first lap at a speed of 112.5 m.p.h., she held a three-second lead over *Thiftway* which was trailed by *Wahoo*, *Gale V* and *Tempest*. *Such Crust* was forced out on the second turn when her gear box gave up the ghost. The five boats held these positions through the seventh lap. *Thriftway's* engine commenced to ail on the sixth circuit and she had difficulty keeping up the pace. Twice it died altogether and twice Bill Muncey was able to restart it. While this was going on, *Wahoo*, *Gale V* and *Tempest* passed her to make the order of finish *Shanty*, *Wahoo*, *Gale*, *Tempest* and *Thriftway*. The winning speed was 104.6 m.p.h.

Heat Two was made up of *Gale VI*, *Hawaii Kai*, *Miss Seattle*, *Miss U.S.*, *Scooter Too* and *Slo-mo-shun IV*. *Slo-mo* was the first legal starter as Jack Regas miscalculated and

(Continued on page 107)

THE MACKINACS

"Gypsy" Takes Pt. Huron Event; "Fleetwood" Wins Chicago Race

By GEORGE E. VAN

THE PORT HURON-MACKINAC RACE

WHILE OTHERS in the 61-boat fleet drifted, often without steerageway, *Gyspy* seldom dropped below three m.p.h. as she took the Bayview Y.C's 32d annual race from Port Huron to Mackinac Island.

The 52-foot Paine double-ended sloop, sailed by Joe Schoendorf, Jr., of the South Shore Y.C. of Milwaukee, didn't shake off Hugh Schaddalee's 54-foot yawl *Hilaria* until the two fleet leaders were in the area of Presque Isle, 65 miles from the finish of the 235-mile race. Here the airs became virtually non-existent but *Gypsy* shooshed out in front. It took her 51 hours, 17 minutes, 5 seconds to cover the 235 miles as she got her gun at 5:47:05 p.m. Monday. *Hilaria* clawed her way upwind the last nine miles, against baffling airs to finish in 54:11:10.

Gypsy's corrected time of 49:51:08 held up as she took first in fleet. S. K. Wellman's new Nevins 40-foot yawl *Indigo* from Mentor Harbor, Ohio, which had been hurried back to the lakes after the Bermuda Race, emerged as the winner in Class C and second overall with 51:31:20.

Meteor, Hank Burkard's new Nielsen cutter, a 40-footer from Bayview Y.C. of Detroit, actually was the first in C Class to finish and her corrected time of 51:30:09 would have given her the position that subsequently went to *Indigo*. But the judges penalized her an hour's time for running free at the windward start, decreeing she had caused interference. This moved *Meteor* to fifth place in Class C behind *Indigo*, R. R. Luxford's *Luxen* from Sturgeon Bay, George Sackett's *Sesame* from Mentor Harbor and John Detwiler's *Vashti* from Grosse Pointe.

The same penalty was invoked against the 55-foot yawl *Ivanhoe*, Ray Engholm, of Toronto, for a similar foul. *Ivanhoe* suffered less than *Meteor II*. Third to finish, behind *Gypsy* and *Hilaria*, she lost third place to John Warnke's 54-foot sloop *Tamara* from Grosse Pointe as the penalty dropped her to fourth in A.

Third place in the fleet and first in Class D went to Jim Carlin's Pilot, *Glory Bea II*, overall winner a year ago. Her corrected time of 51:33:43 gave her a 53-second edge over another Pilot, *Happi-Ness*, owned by Karl Ness and sailed by Maury De Clercq, second in D and fourth in fleet.

Revelry, Norm Sarns' 44-foot sloop, was fourth over the line just behind *Ivanhoe* and won the B class prize. Pat Collins' N.Y. 32 *Vitesse* took second in B and Dick Jeffery's *Last Straw* third in B.

There were no heavy winds in this Mackinac Race, at least for the early finishers. The biggest breeze came after the leaders had finished. For about an hour, a northwester piped up to more than 20 in the Straits of Mackinac, sending many of the Class C and D craft across the finish rails down.

The writer was part of *Vitesse*' crew, in Class B. At the start on Saturday afternoon, July 14, the wind was in the north, six or seven miles, giving a windward start. Several hours later it faded and then came light south-southeast and progress up the Michigan shore was tedious. Craft out in the lake generally did better. For instance, *Apache* and *Revelry* held on to their first tack close in to shore where the bobble of the sea was just enough to shake the wind out of their sails—so close in that young swimmers came paddling out around them. Both finally set spinnakers to get clear, but it had cost them an hour.

Saturday afternoon, the fleet ran and reached with spinnakers. But the wind went down and they were almost without steerageway. *Gypsy*, starting with the A Class, a half hour behind the Bs, came up to and passed *Vitesse*, sliding along with her drifting jib. By sundown Saturday night the A boats were up with the smaller craft. Around 7:00 p.m. *Falcon*, Clare Jacobs' 32, and *Last Straw* were out front with *Gypsy*, *Vitesse*, *Hilaria*, *Tiburon*, *Kathmar*, *Pintail*, *Indigo*, *Balquihidder* and *Red Head*.

Vitesse had Harbor Beach, 60 miles from the start, abeam at 0100 Sunday and spinnakers came off as the wind moved from west to northwest. *Hilaria* and *Gypsy* were setting the pace, then came *Vitesse* and *Last Straw*.

The wind held all night after *Vitesse* took her departure from Point Aux Barques across Saginaw Bay. Sunday at 6 a.m. *Hilaria* and *Gypsy* were hull down ahead and *Last Straw* to leeward of *Vitesse* and 200 yards ahead. Spinnakers were up again by 9:30 as the wind backed and came light out of the west. But by noon kites were broad off and the boats were moving at seven to eight. *Red Head*, *Kathmar* and *Ivanhoe* were astern but coming up.

At Thunder Bay Island Light the

Benjamin

"Gypsy," sailed by Joe Schoendorf, took overall and Class A honors in the race from Port Huron

Third

Second overall and first in C was S. K. Wellman's new Nevins 40 "Indigo"

Miller

Third in the fleet and at the top of D was John Carlin's Pilot "Glory Bea II"

wind went flat. Positions here at 5:00 p.m. Sunday showed *Hilaria* and *Gypsy* about four miles ahead, *Vitesse* and *Copperhead* even, and *Last Straw* not far behind. Opposite Misery Bay, coming up to Middle Island, the wind was a zephyr out of the north as the fleet drifted in a drizzle. There was little or no wind all Sunday night as the leaders drifted up to and—after an eternity—around Presque Isle. By this time *Gypsy* had taken off like a bird. *Vitesse* and *Last Straw* followed *Hilaria* at this turning point. There was some tacking on and off shore after dawn; then the wind faired from the west and the leaders had a bee-line course to the Bob Lo Island Light.

Vitesse never saw *Gypsy* Monday but *Hilaria*, five or six miles in front, was in sight until the finish. *Copperhead* passed both *Vitesse* and *Last Straw* as they came up to Spectacle Reef. Here *Revelry* was spotted inshore, reaching out fast as the wind went into the north. *Ivanhoe* had done the same thing ahead of her. Off the foot of Bob Lo Island it was *Ivanhoe*, *Copperhead* (well out in the Straits) *Vitesse*, *Revelry* and *Straw*. *Gypsy* was gone. *Apache* and *Falcon* were spotted well astern, closer to Canada.

From Bob Lo Point to the finish, a nine-mile beat, the leaders had light, fluky going. *Gypsy* crossed at 5:47:05 p.m. Monday and *Hilaria* didn't work her way to the line until 8:41:10. *Ivanhoe* was third in at 9:22, *Revelry* at 9:25 and *Vitesse*, picking up a vagrant slant, shook off *Copperhead*, crossed fifth at 9:33. *Last Straw* finished at 9:54, *Red Head* at 10:10, also nipped *Copperhead* at 10:16.

The Pt. Huron Race summaries:

Cruising Class A

Yacht & Skipper	*Elapsed time*	*Corrected time*
Gypsy, Joe Schoendorf, Jr.	51:17:05	49:51:08

(Continued on page 104)

Filmcraft

Norm Sarns' 44-foot "Revelry" was fourth over and first in Class B

THE CHICAGO-MACKINAC RACE

FLEETWOOD was able to fly her spinnaker 95 per cent of the time and was a gone lady in the 333-mile 49th annual Chicago-Mackinac Race. Skipper Nic Geib and his agile crew pushed the 38½-foot yawl over the finish line opposite Mackinac Island as the fifth boat in the fleet of 63 starters. On corrected time of 40:10:03 she clobbered the fleet to take the overall prize, best in the D-C Division and in her own class Cruising D.

It was the fifth time the black-hulled boat with the aluminum masts and booms had taken division A1 honors and the third time she had licked the entire fleet since 1950. Geib, who makes a hobby of working around the rules if for no other reason than to prove to officials they have left holes, discarded a gaff-rigged mizzen this season for the conventional jib-headed rig.

Fahey

Nick Geib's "Fleetwood" Won the Chicago-Mackinac Race

Fleetwood made the 333 miles in 51 hours, 13 minutes and 17 seconds, finishing at 4:13:17 p.m. Monday. This was an hour and 58 minutes behind Hugh Schaddalee's 54-foot yawl *Hilaria*, from Macatawa Bay, first to finish. The latter was followed by *Sabre*, Roman Brotz' yawl from Muskegon, a converted M, at 2:16:25 p.m. *Sabre* lost her only spinnaker below the Manitou Passage, more than a 100 miles from the finish. It was a sail she could have used the rest of the way. *Gypsy*, Joe Schoendorf's 52-foot Milwaukee sloop, fresh from an overall Port Huron-Mackinac triumph, crossed third, four minutes and two seconds behind *Hilaria*. The Chicago 10-Meter *Freebooter*, Mac and Bob Pohn, was fourth in, with Charley Kotovic's 46-foot yawl *Copperhead* only 46 seconds behind.

Copperhead ended up as Class A winner and her corrected time of 42:13:59 bettered that of Harvey Nedeau's *Romahaja*, Muskegon cutter, which led class B boat-for-boat. *Romahaja* was the eighth to finish. She held off the challenging N.Y. 32, *Vitesse*, an A boat in this race, the last 100 miles to beat her across by 26 seconds. John Warnke's

Fahey

"Copperhead" was Class A winner in the 333-mile race

54-foot Grosse Pointe sloop was seventh in. *Gypsy* moved up behind the winning *Copperhead* in Class A as *Hilaria* dropped to third.

In Class B, O. W. Mourer's *Bangalore* from Spring Lake and Dan Coffey, Jr's, *Gal O' Gallee*, from Menominee, took the places. *Marlin*, Bud Lowenstine's Chicago cutter, 12th to finish, topped Class C but her corrected time of 44:57:22 was well below *Fleetwood's* for the C-D prize. *Luxen*, R. R. Luxford of Sturgeon Bay, was second behind *Marlin* in C and well ahead of Dave Axelrod's *Barb* from Chicago.

After Saturday afternoon, July 21, *Fleetwood* saw only one other boat. Fog hung over the fleet all three nights of the race. Early Sunday *Fleetwood*

Fahey

First in Class B was Harvey Nedeau's "Romahaja"

made out *Tamara* in the mist, but lost her soon afterwards. She was all alone in the Manitou Passage and nothing was in sight as she came up to Gray's Reef where she learned she was fifth. Henry

Allison-Chicago American

Class A started the 49th Chicago-to-Mackinac Race as a squall was building up

Burkard's 40-foot cutter *Meteor III* from Detroit's Bayview Y.C. took second in Class D. Just to give you an idea; where *Fleetwood* made it in a bit more than 51 hours, *Meteor* required 55. *Rangoon*, owned by Skippers Stern and Silberman, a 36-foot sloop which trimmed *Fleetwood* a year ago, took third in D in a 61-hour trip.

Fleetwood was strapped down only briefly during the series of squalls which hit the fleet soon after the last class had started. One boat, *Querida*, a 44-foot Detroit yawl, reported she had been struck by lightning during this time. Blackened spots around her mast and a ruined stock of canned beer in her bilges supported her story. Owners Carter Sales, Jr., and J. Alfred (Skip) Grow exhibited beer cans which were either welded together or punctured with black-rimmed pinholes. Her pumps produced draft beer. No one was injured.

Norm Sarns' 44-foot *Revelry* from Detroit's Bayview Y.C., overall winner boat-for-boat last year, tried the Wisconsin shore and was undone. She came in 24th. After the squalls, the wind went back, light, into the west and southwest and spinnakers were up. Some boats carried them the rest of the way. While the west wind came from the Wisconsin shore it did boats electing to stay on that side no good. Neither did it help those too much out in the middle of the lake. Craft east of the rhumb line to Point Betsie, even close to the Michigan shore, profited.

Copperhead, up with the leaders throughout the race, made a landfall on the Michigan side at Little Sable just after noon Sunday. She was at Frankfurt, below Betsie, at 7:00 p.m. and Skipper Kotovic says *Copperhead* was in the Manitou Passage ahead of *Hilaria* and *Sabre*, who were together closer to the shore. North Manitou Light was abeam of *Copperhead* at 1:40 a.m. as she kited through the passage. She jibed over here and headed for Beaver Island, a favorite device in this race by skippers seeking the best breeze. The lower end of Beaver Island was abeam at 6:30 a.m. as *Copperhead* moved along at a 10-mile clip under "all five." Kotovic reported up to 25 miles of west wind. Most skippers settled for around 15-18. *Copperhead* was at Gray's Reef at 10:24 a.m. Monday, two minutes behind *Gypsy* and about 16 behind the leading *Hilaria* which in turn was, roughly, two minutes ahead of the big *Sabre*, starving without her kite. No. 5 can, historic turning point in the Chicago-Mackinac Race, where the fleet starts on the 25-mile course to the finish, was turned at 11:05 a.m. by *Copperhead*.

The first 14 finishers had a good run down the Straits and through the new Straits of Mackinac Bridge, now a mark of the course. After that the fog came and the wind sagged and when *Gentian* came in at 9:35 p.m. there was little air in the Straits. *Luxen* was the last to finish before midnight. *Fraja* came in alone at this hour. *Rangoon*, *Falcon*, *Taltohna* and *Whisper* finished in order between 2 and 3 a.m. During the night what wind there was came out of the east, heading the fleet remaining in the Straits. It was difficult navigating through the spans what with the light airs, fog and current. *Revelry* reported a hail from *Barb* asking the direction to the bridge. *Revelry's* skipper let *Barb* know she was already through.

Sometime before the sun burned off the fog Monday morning, a light west wind came down the Straits, picking up the stragglers. When the fog suddenly lifted like a curtain the fleet, to spectators looking west down the Straits, seemed to be lined up bow-to-bow, each with a spinnaker set, on a line that stretched virtually from St. Ignace across the waters to Mackinac City. Actually, 23 finished within seven minutes. The first of this "second division" was *Last Straw* which crossed at 10:52 a.m.

The Chicago-Mackinac summaries:

Class A

Yacht & Skipper	*Elapsed time*	*Corrected time*
Copperhead, Chas. Kotovic	48:47:29	42:13:59
Gypsy, Jos. Schoendorf, Jr.	48:39:19	43:47:27
Hilaria, Hugh Schaddalee	48:30:17	43:50:24

(4) *Vitesse*, Pat Collins; (5) *Freebooter*, Mac & Bob Pohn; (6) *Tamara*, John Warnke; (7) *Gentian*, Bob Steuert; (8) *Sabre*, Roman Brotz; (9) *Revenge*, Chas. Bissell; (10) *Esbro V*, Spanjer Bros.; (11) *Revelry*, Norman Sarns; (12) *Falcon*, Osborne Smith; (13) *Tigress*, Frank White; (14) *Nimbus*, D. B. Hatcher; (15) *Last Straw*, Dick Jeffery; (16) *Rangoon*, R. & C. Metzger; (17) *Gracious III*, G. H. Callum. *Cara Mia*, Chas. O'Connor, DNF.

Class B

Romahaja, Harvey Nedeau	52:51:53	43:15:54
Bangalore, O. W. Mourer	54:38:22	45:52:34
Gal O'Gallee, Dan Coffey, Jr.	54:36:36	47:04:36

(4) *Fraja*, H. S. Scheffer; (5) *Circa*, M. W. Lowell; (6) *Taltohna*, Edgar B. Tolman; (7) *Whisper IV*, Hollis Baker, Jr.; (8) *Corona*, Fred Peterson; (9) *Princess*, Clarence Hubert; (10) *Flame*, Jas. E. Dean; (11) *Wind Quest*, Wm. J. Hover; (12) *Siskiwit*, John Pierpont; (13) *Intrepid*

(Continued on page 104)

MARBLEHEAD RACE WEEK

The Marblehead Race Week fleet, from the deck of Corinthian Y.C. (top). A downwind start for the 210s (above). "Goose," (left) of the U.S. One-Designs, was second in her class

IT IS TOO EARLY to assess the success of Marblehead's experiment in holding its Race Week, July 21-28, some two weeks earlier than in the past, to avoid the hurricane weather that shortened the 1955 series. Eight days of competition were held without serious interruptions from the weather, and the total number of starts—2770 in the eight major races—surpassed those of the last three years. On the other hand there were only 460 *different* boats racing, compared to 491 and 502 in '53 and '54. Daily start figures were consistent, ranging between 393 and 352, plus 170 on Junior Day.

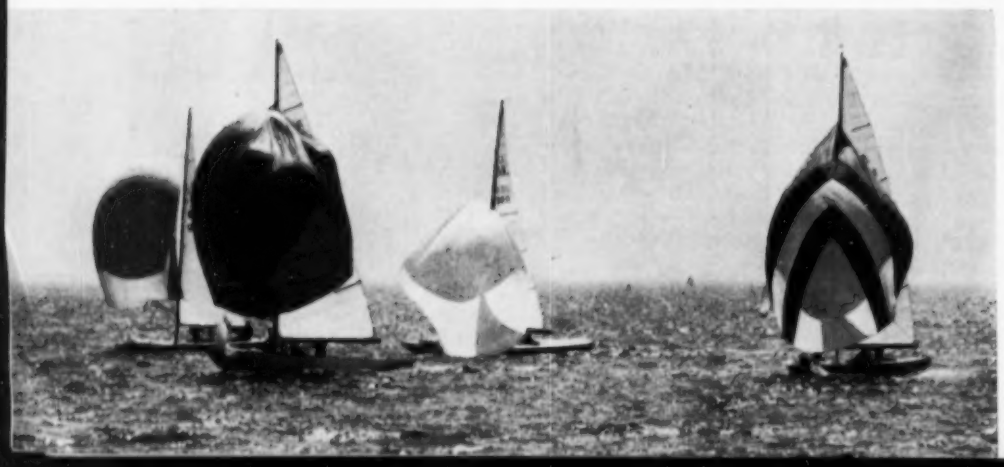
The weather was disappointing—three days of overcast, light, shifty weather; improving only slightly until the final day of real breeze, a west-southwester that reached 25 knots.

A notable trend was classes competing for a week's trophy, in addition to series or daily prizes given by the individual clubs—Eastern, Corinthian, Boston, and Pleon. Several new trophies of this kind came into competition, and in eight of 25 divisions the Race Week series constituted the New England class championships.

Francis Charles of Hull, with *Jester*, winner of the oldest New England championship, that in the 110 Class, also was awarded the Leonard Munn Fowle Memorial Trophy for the week's outstanding performance, considering both results and sportsmanship.

Top attraction on the outside line was the International 5.5-Meter Class's initial appearance on Massachusetts Bay, in a seven-race series for the Charles F. Adams Trophy. Victor Sheronas's *Rush IV* won six of the seven starts and was second on the other, to lead Pierre and Ed DuPont's

(Continued on page 113)



The 5.5s made their debut here in competition for the Charles F. Adams trophy. "Rush IV," with striped spinnaker, was series winner

Leslie Jones photos

LARCHMONT RACE WEEK

Rosenfeld photos

INSOFAR as yachting historians could remember, or determine, the fifty-eighth annual Race Week of the Larchmont Y.C. was one of the worst, from the point of view of racing weather, and one of the best—second only to record-breaking 1947—in the matter of participants.

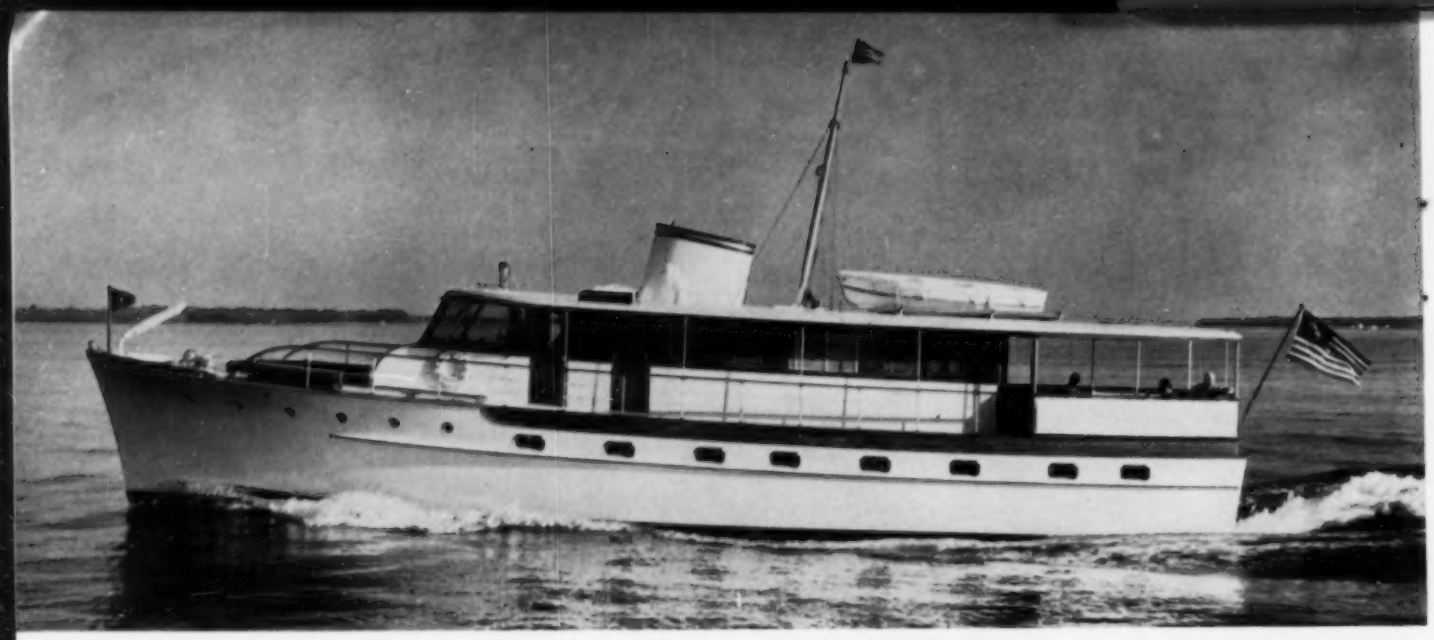
(Continued on page 98)

A few of the two-division Blue Jays ghosting around the mark. Tommy Munnell, of Pequot Y.C., was undefeated victor

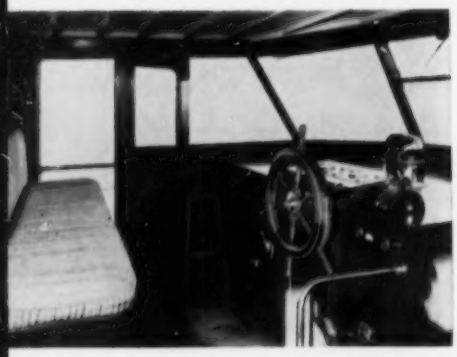
The 5.5s get away under a formidable sky

An addition to the Race Week fleet was Manhasset Bay Y.C's new Resolute Class. A typical Race Week scene (below)

The usual scramble around the mark—210s, Atlantics, and S-boats



"AURORA IV," A TRUMPY 67-FOOTER



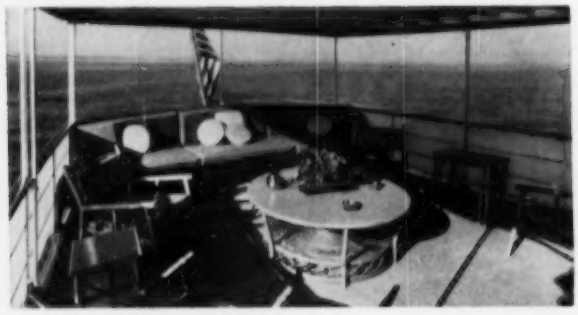
"Aurora's" pilot house has many utilitarian features

DESIGNED and built by John Trumpy & Sons, Inc., of Annapolis, Md., for demonstration purposes, *Aurora* is 67'6" l.o.a., 64'3" l.w.l., 16' beam and 4'6" draft. She is powered by a pair of GM 6-71 diesels giving her a cruising speed of 12 knots. Vibration and noise have been reduced through the use of rubber engine mountings, Morse flexible couplings, Maxim silencers and a Synchromaster.

Accommodations include two double and one single staterooms and two baths. Crew quarters are forward.

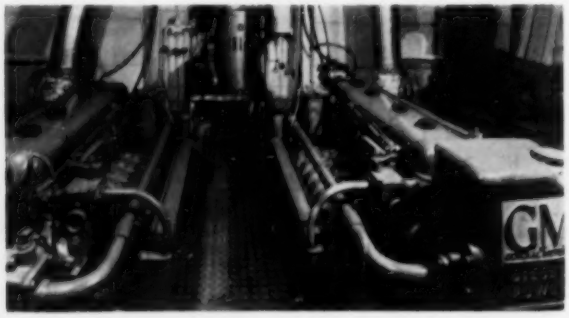
Rosenfeld photos

Her ground tackle and rope locker are quickly accessible



The shelter deck is commodious (above). A double cabin (below)

The deck saloon, looking aft (above) and the engine room (below)



TRAILER-BOATING IN NORTHERN CALIFORNIA

By STEVE STEVENS

LIKE MANY OTHER ways of life that have come into existence through past ages, we have a new kind of boating public taking its place among the already established water enthusiasts of Northern California. This group, known as the "trailer-boaters," combines the fun of many other groups. They have the fun of boating, of travel on land, of family participation, and of a healthy outdoor life. They are nomads ashore and afloat. The entire country offers them opportunities, and the challenge of new frontiers is unlimited.

Stevens

Inboards and outboards are launched from their trailers on Lake Folsom

Any weekend you can count thousands of them on the highways and byways as they head for their favorite waters, or answer the lure of unknown ones. Trips of 400 or 500 miles a weekend are not unusual. Papa, mama, the children, and the dog make up the task force heading for adventure and relaxation. The bright colors of the trailer, the boat, and the motor add a gay note to the scene. It is America on the move.

The small cost of trailer-boating is one good reason for its popularity. Recently Arthur Collbran, of San Francisco, traveled 700 miles by car, 500 by boat, spent two and one-half weeks on some of the most beautiful waters in the world. The magnificent sum of $200 covered food, gasoline, and all other expenses for himself and his wife. The Collbrans cruised their 18-foot Chris-Craft outboard cruiser the first 200 miles, from San Rafael to Colusa, Cal., and then trailed the boat to Lake Shasta, approximately 200 miles. They cruised the many hundred square miles of the lake for the next two weeks, enjoying the beautiful scenery of high mountains and blue water, the excellent fishing and good swimming. They were comfortable aboard their craft, which is equipped with two bunks, a head, and galley. Their 25-hp. Johnson outboard motor provided efficient power during the water-borne portions of the trip. Their smart-looking Edwards trailer performed perfectly on the highway and during the launchings. It would be difficult to have a vacation for two, and with as much fun, in any other way for as little as $200.

The avalanche of small boats in Northern California has amazed experienced boating enthusiasts. During the last five years, the numbers of small inboard, outboard, and sailing craft have increased so rapidly that facilities for them are totally inadequate. The growth has been so rapid that no accurate count can be maintained. The best guesstimate is about 15,000 trailer-boats.

This is posing some problems for shoreside communities, most important of which is creating facilities to take care of these modern nomads. Also, there is the vital matter of educating the new skippers in seamanship, safety, and rules of the road. The State Legislature has indicated that the various communities should police their own waterways or else the State will have to take action for the safety of the water-borne public. There is a realization by both industry and government that these thousands of new converts will have to be assimilated into the great sport of boating without creating major problems.

The trailer-boat fleet of Northern California is largely a home-moored fleet, the greatest portion coming from

the garages and back-yards of the skippers. Home-berthed boats often take precedence over the family car in the garage, or get a hallowed spot on the driveway. This home-moorage lessens in the rural areas where storage space is available at the launching sites. It is conceivable that boat ports will become familiar features of American homes along with car ports.

Any available stretch of smooth water is now a cruising or racing ground for the Northern California trailer-boat fleet. These areas include practically all of the inland lakes, the rivers, the estuaries, sloughs, and the calmer portions of San Francisco Bay. Whenever a new body of water comes into existence, the trailer-boat vagabonds immediately descend upon it for exploration.

The most recent addition to our inland waterway system, Lake Folsom, provides 140 square miles of waterways, with a wooded scenic shoreline. The many other reclamation projects planned for northern California assure the boating public even more adventurous waters in the future.

Let us take a closer look at Lake Folsom, which is typical of these new waterways. This delightful spot has already been the mecca for some 35,000 people on a recent weekend. The normal small boat fleet that converges upon the lake numbers approximately 2,500 boats each week. This has been going on without the benefit of any facilities except those provided by nature. George A. Spaulding, executive secretary of the Tri-Counties Planning Commission, which is concerned with the recreational aspects of the lake, stated that the use of this water playground since it was formally opened in early May has surpassed his most fantastic predictions.

The lake, which is a reservoir, is located three-quarters of a mile below the confluence of the North and South Forks of the American River at the intersection of El Dorado, Placer, and Sacramento Counties, and just north of the town of Folsom. It is 25 miles northeast of Sacramento, and lies roughly within a triangular area formed by three main highways. U.S. Highway No. 40 parallels the North Fork arm, U.S. Highway No. 50 runs from Sacramento through Folsom on its way to Placerville, and California State Highway No. 49 connects these two highways between Placerville and Auburn.

Lake Folsom has an approximate surface area of 11,500 acres. The South Fork stretches about 10½ miles from the dam and the North Fork reaches back into the foothills for 15 miles. At its widest part the lake is approximately four miles wide. The shoreline measures approximately 130 miles in length. The U.S. Bureau of Reclamation operates the dam facilities and reservoir activities.

One of the greatest advantages of this new lake is its climate. Situated above the floor of the Sacramento valley, but not actually in the high mountains, it is neither unpleasantly hot in summer, nor too cold in winter. The temperature ranges between 70° and 90° in summer and between 70° and 50° in winter. The average mean temperature recorded for the past 48 years is 62.1°. This moderate climate creates a water temperature in the lake of 70° and above in summer, and just below that in winter. Also, the weather has proven ideal for water skiing, small boat sailing, swimming and other forms of water recreation.

Stevens

The marina at Lake Shasta carries a complete line of supplies and fuel for trailerboaters

There are many beautiful coves and shorelines to explore on a weekend family outing. The lake is so large that complete privacy is available for those who want to be alone. Many sparkling streams which tumble into the lake add to the attractiveness of the shoreline.

At present, there are four boating organizations established there. Folsom Lake Yacht Club has for its first commodore the popular Secretary of the State Senate, Joe Beek. The Placer Boat Club, located at Becketts Cove, has Les Barnes as commodore. E. S. "Ernie" Beckett, the owner of Becketts Cove and one of the ardent promoters of this lake, is a director of this club. There are also the Auburn Boat Club and the Folsom Boat Club with headquarters at the lake.

There is a tendency among trailer-boaters to organize their own fleets. A good example is a group known as the HOBOs, Hollywood Outboard Boat Owners, who emphasize family outings and cruising activities. This fleet effort adds to the safety of cruising. Family excursions have done much to popularize the small boat phase of the sport among the general public, at low cost.

The East Bay Boat Club of Oakland, Cal., is another trailer-boat group that sponsors an energetic program for its members, including a schedule of seven races. This year they will help promote the longest marathon race in the world, 316 miles from Stockton to Redding. They will take the boats down the San Joaquin River, through Georgiana Slough, up the Sacramento River with an overnight stop at Colusa, and on to Redding the next day. There will be many classes competing and the 31 boat clubs along the route will provide patrol boats for the course. This should be a great test of boats and skippers and will be witnessed by thousands of spectators on the banks and from boats.

The dinghy sailing fleet has also experienced a tremendous upsurge in the past few years. The yacht clubs maintain fleets of these small boats to train the junior members for large boat crews. The introduction of fiberglass and plastic has provided a more durable material for the small boats with less maintenance cost. The ease and flexibility of transporting makes these boats adaptable to any family car. The creation of many new inland lakes is also a vital factor in this increase. Everywhere one sees these new fleets of tiny windjammers appearing on the inland waterways.

The steady improvement in trailer engineering has resulted in the trailing of ever larger and larger boats. Now it is not uncommon to see boats up to 25 feet in length behind the family car. This development means that the entire family can accompany Dad each weekend, and that it is possible to live aboard in comfort, and so achieve greater economy of operation. The larger boats also increase the cruising range and the safety factors. These craft make it possible to take sea voyages and get to the far-off places. The power plants have kept pace with the demands of the larger boats so that there is a sufficiency of power available for any type of craft. It will be interesting to see how far this trend to enlarge will be carried.

Northern California with its miles of waterways, excellent highways, and year-round recreation offers unlimited possibilities for the development of small-boating. The lack of facilities is recognized, and is being remedied.

With correct motor angle, bow rises properly; speed and maneuverability are at their best

CORRECT THE ANGLE FOR EFFICIENT OPERATION

Incorrect: angle between transom and motor is insufficient

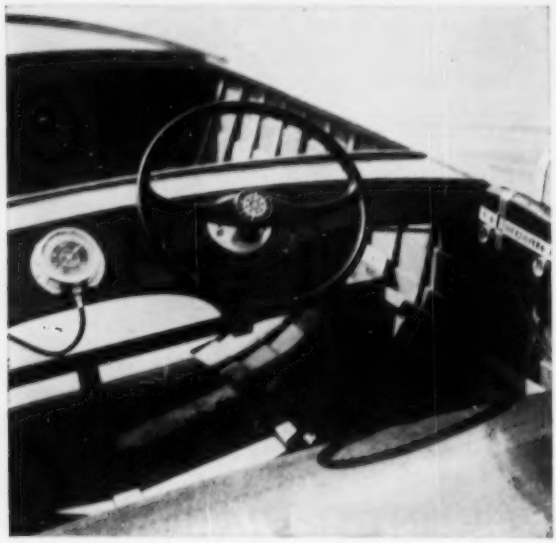
PROBABLY the easiest, and certainly one of the most rewarding, adjustments to be made on an outboard motor is that of the angle between vertical drive shaft and transom. The method of shifting this angle is described in your motor instruction book.

The objective in adjusting angularity is to have the drive shaft at exactly a right angle to the water surface at the speed and under the load condition of your craft. It is thus clear that the angle may have to be changed to accommodate variations in speed and load. The adjustment becomes more critical as speed increases.

When the angle is correct boat speed will be at its highest and the craft will handle its best. If the shaft is tilted too far forward you will have a wet ride and the boat will tend to steer itself on an erratic course. A tilt too far aft is likely to produce propeller "runaway."

Correct: motor driveshaft is angled perpendicular to the water

Insufficient angle between motor and transom depresses bow; boat maneuvers poorly and throws excessive spray in choppy water



The marine speedometer is fast becoming a standard member of the outboard control team. The indicator head is usually mounted near the wheel as shown at left

OUTBOARD SPEEDOMETERS

A Prime Guide for Attaining Peak Performance

OF THE MANY accessories now available for outboard-powered craft, few can approach the speedometer in returning their money's worth in usefulness. The speedometer has become the prime guide for attaining and maintaining performance, replacing the stop watch, comparison with other boats, and pure guess-work.

Aqua Meter model ready for installation

The basic utility of the marine speedometer stems from the fact that those adjustments and settings which yield the highest top speed with a given load condition and throttle setting generally spell greatest efficiency and economy.

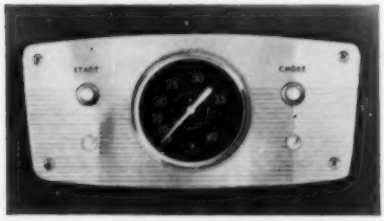
Most marine speedometers now on the market are of the same general type. They employ an indicating head graduated in miles per hour, which is connected through a flexible tube to a small streamlined fitting, or Pitot tube, extending beneath the water surface. The indicating head is basically a well-made pressure gauge which measures pressures in terms of m.p.h. instead of the familiar pounds per square inch. The Pitot tube has a small opening on its forward edge which connects with the tubing leading to the pressure gauge. Thus, as the boat moves forward, the impact pressure of the on-coming water is transmitted directly to the indicator head.

Carefully timed tests over surveyed courses have proven these water speedometers to be phenomenally accurate. Despite old wives tales to the contrary, these accessories operate on the solid scientific principle that there is a definite and unvarying relationship between the impact pressure of the on-rushing water and the speed of advance through it. This pressure varies as the square of the speed of the boat.

Proper installation of one of these instruments is within the capabilities of the average owner. The Pitot tube is mounted in some cases in a hole drilled through the boat's bottom, but more frequently it is held by a clamp screwed to the transom. It must be kept away from the disturbance caused by the propeller and lower unit as well as the turbulence set up by keels or fins. Six to twelve inches outside the center line is considered a good location on single-motored outboard craft. Most Pitot tubes are designed to accommodate the "kick in" position imparted by a slanted transom and will give accurate results at the angles encountered with normal stock hulls. Excessive "kick in" or "kick out" of the Pitot tube can throw off the speed readings, however.

The flexible line should not be cut or kinked. Excess tubing should be coiled neatly and fastened out of harm's way. The indicator head may be mounted in any handy spot near the driver. It is fairly rugged but may be damaged by dropping or by a hard blow, and can be upset by wildly excessive vibration in an improperly operating craft.

With the "square" relationship between pressure and speed, we encountered some strange things. At 70 m.p.h. the impact pressure is 70.96 p.s.i., whereas at 10 m.p.h., it is a puny 1.45 p.s.i. As a result, a single pressure line speedometer can be materially affected in the low speed range by the static pressure due to the Pitot opening being below the water surface. This static pressure, coupled with changes in atmospheric pressure, can upset low speed readings without having any material effect in the higher speed range. Therefore several speedometer manufacturers offer a double tube assembly for slow boats so that static pressure can be counterbalanced for more accurate readings.



Aqua Meter panel combines speedometer and starting switches

Current market prices for complete speedometer assemblies start as low as $7.00. It should take but a short time to recoup this original cost in the process of selecting the proper propeller, motor angle and height, carburetor setting and weight distribution.

W. M. C.

Airguide portable unit clamps on transom without use of tools

Beckner photos

Fluky airs produced this confusion of fleets near the leeward mark

SO. CALIFORNIA Y.A. CHAMPIONSHIPS

AUGUST 3-5 at Balboa Y.C., Newport Harbor, Cal., resulted in prolific use of sunburn ointment, countless rolls of color film, and frayed nerves, as well over 300 boats gathered for their annual Championship series of the S.C.Y.A.

The weatherman provided sunny skies and light, variable breezes for the entire event, and Balboa Y.C., the hosts, took up where the weather left off in providing wonderful facilities and a combination of one bay and two ocean sets of courses for the competition that saw only three champions successfully defend their sailing honors.

One of the hottest classes, the Stars, found Malin Burnham of San Diego again topping a large fleet with *Chatterbox*, to beat out fellow townsmen Chick Rollins in *Flower* and Chuck Lewsadder in *Sugar Rabbit*. With 20 entries in the 32 foot PC Class a comparative newcomer to the class walked off with top honors. Ed Eisenbeiss (ex Luders skipper) in *Catspaw*, beat out the steady-sailing Jeff Deaver in *Challenge* by ½ point. In the small group of large boats in the Ocean Racing division Dick Steele's *Odyssey* took two out of the three races to finish ahead of Gene Trepte's *Evening Star*. But in the under-40-foot group things were really close in both corrected times and final scoring as Stu Babcock in *Whirlwind* took two firsts and a third to beat out Dr. John Dietrick in his new L-36 *Aquarius* by just ¼ point in series standing. Fred Rice in *Vixen* took third.

Closest going in the entire regatta came in the newly-energized Dragon fleet as three boats tied in points, each with the identical record of one first, second, and third in the three race series. They were Ralph de Luca in *Bangalore II*, Sid Exley in *Nike* and C. H. Feltman in *Tusitala*.

The small boat division met for the first time on new ocean courses that started just a short way from the harbor jetty opening, and reveled in the opportunity to sail somewhere other than on the congested waters of the bay. The Mercuries had just finished a national championship series in central California, and all came primed for

(*Continued on page* 116)

Seven Dragons turned out. "Bangalore II" and "Emi" battle it out (left). Rux Schuh's "Altamar" (foreground, below) topped the California 32s

"Reveler IV" won the Isham Trophy in the predicted log contest

"MISS MARGARET"

THIS 54-foot Constellation was designed and built by the Chris-Craft Corp., Algonac, Mich., and was recently delivered to Glen A. Taylor, of Tuscumbia, Ala., who is a member of the Great Lakes Cruising Club and also of the Lake Guntersville Yacht Club at Guntersville, Alabama.

Miss Margaret is 14'6" beam, 3' draft and is powered by a pair of G.M. 6-71 diesels which give her a speed of 22 m.p.h. Her auxiliary is a Hallett diesel generator. Fuel capacity is 400 gallons.

She has accommodations for ten persons in five cabins. The galley is completely electrically equipped.

Her equipment includes a Ray Jefferson radio telephone, Kelvin White depth recorder and Lovette bilge pump.

She has an oversized "hard-top" canopy and all essential equipment is handy to the helmsman. Her after deck is unusually commodious, even for a craft of her size

The owner's private stateroom

DANISH-BUILT 40-FOOTER BY SPARKMAN & STEPHENS

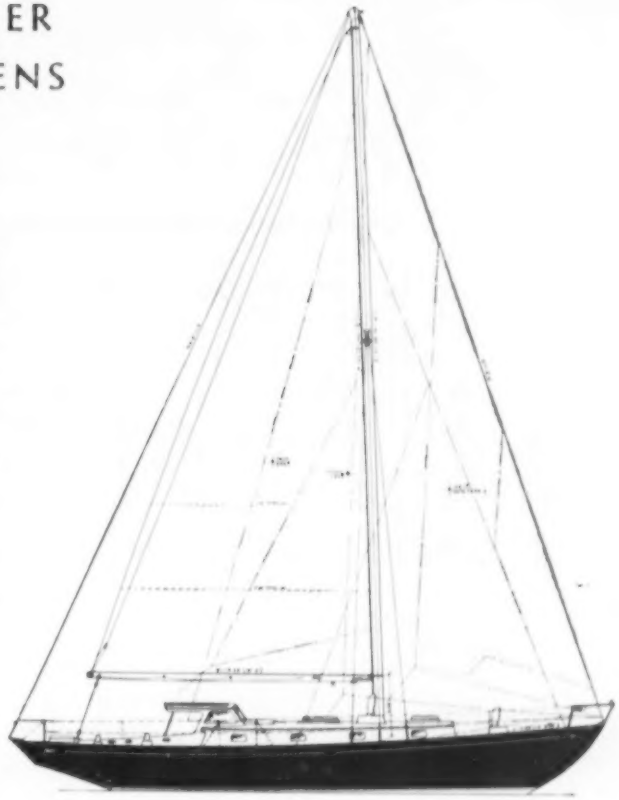
HAROLD OLDAK of East Rockaway, Long Island, a member of the Miramar Y.C. is the owner and Poul Molich, Hundested Baadebyggeri, the builders of this handsome sloop. Her masthead foretriangle, short main boom and permanent backstay are in accordance with the best modern practice and her unusual and good-looking doghouse has certain power boat characteristics. She has accommodations for a party of six.

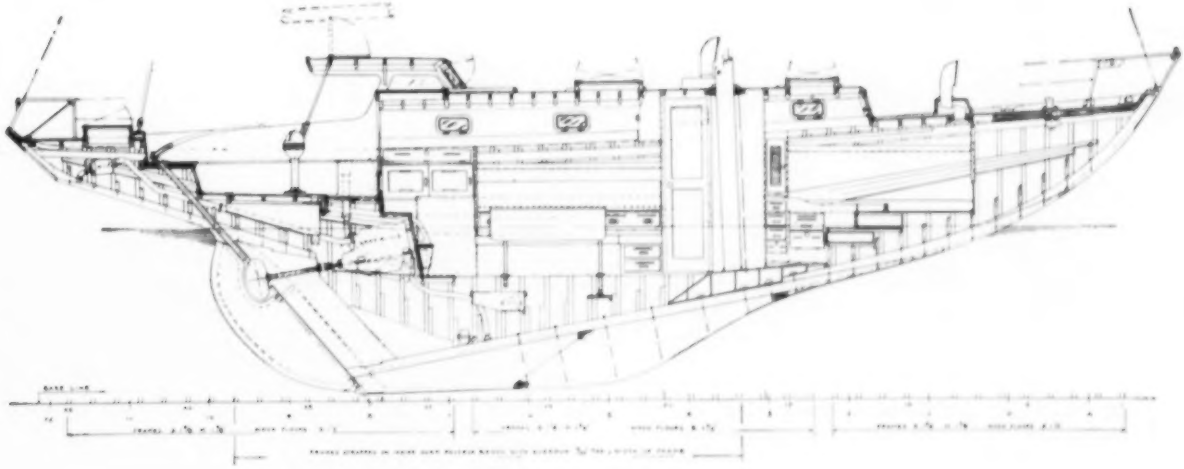
The new boat's equipment is unusually complete and includes an engine-driven Auto Lite auxiliary generator; RCA direction finder; Raytheon Cadet fathometer; La Marche Constavolt; Bendix Skipper 'phone (70-watts); Seaclo electric toilet; two Sutton electric pumps; three Exide batteries, 12-v capacity; Crowell water pressure system and Wix Galley Maid water heater; a Heritage alcohol stove; Kenyon speedometer; White Constellation compass and an Ideal Anchor windlass.

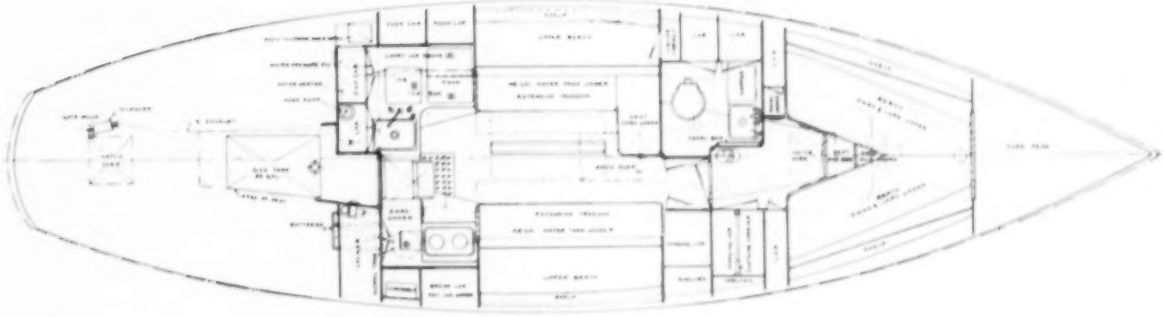
Construction is conventional, with white oak frame, cedar inner and mahogany outer double planking, teak on plywood decks and teak trim. She is bronze fastened and Louis Larsen supplied her sails

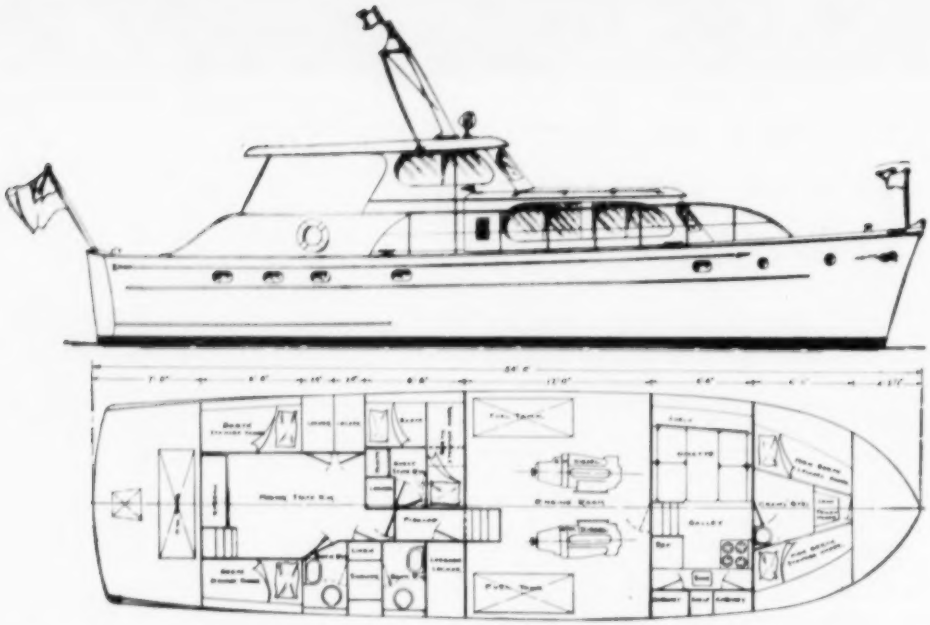
Sparkman & Stephens, Inc., 79 Madison Avenue, New York, should be addressed for further data.

L.o.a., 40'2"	*L.w.l., 27'10"*
Beam, 10'10"	*Draft, 5'9"*
S.A., 750 ft.	*Displ., 18,230 lbs.*
Power, Gray 4-112 (gasoline)	









A GREBE 54′ TWIN SCREW DIESEL CRUISER

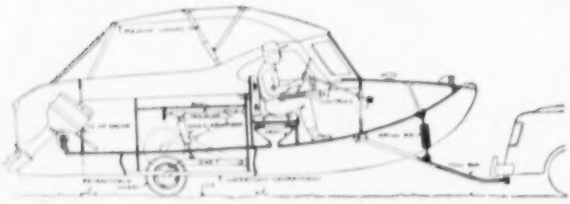
SCHEDULED for launching this October at the Grebe yard, this spacious cruiser will fly the private signal of W. T. Hales of Oklahoma City, and is expected to be seen cruising in Florida waters next winter.

Commodious quarters for six in the owner's party and a crew of two are provided and she will have numerous comforts including a 115-v. electric system provided by a 300-watt Onan generator; a General Electric refrigerator; Hot Point electric range; Crowell hydraulic steering and an Ideal anchor capstan. Monel tanks with capacity for 525 gallons of diesel oil and 250 gallons of water will be installed. Her twin GM 235-hp. diesels will give her a speed of 17 m.p.h. and her fuel tankage a range of 300 miles. Outdoor living is well provided for by her shelter deck and the cockpit away aft. The hull is of wood construction with oak frame, Philippine mahogany planking, teak decks, mahogany trim and bronze fastenings.

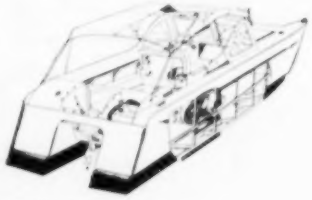
L.o.a., 54′0″ Beam, 14′6″
Draft, 4′3″ Displ., 44,800 lbs.
Power, Twin GM diesels

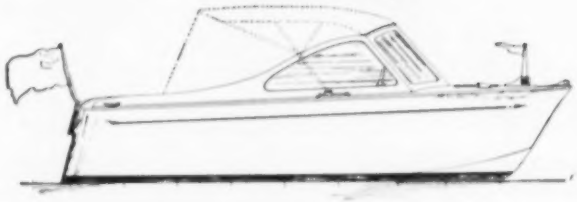
Please address her designers and builders, Henry C. Grebe & Co., Inc., 3250 No. Washtenaw Avenue, Chicago 18, Ill. for additional information.

AMPHIBIOUS OUTBOARD-POWERED 18′ CATAMARAN



L.o.a., 18′6″
Beam, overall, 7′11″
Draft, 0′5″
Power, 25 hp. outboard
Weight 1,000 lbs.

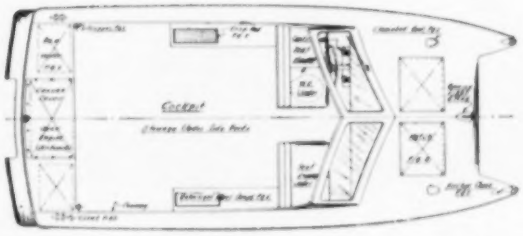




HER retractable wheels will make a trailer superfluous and twin hulls will give this boat great stability and provide lots of foot room. Two full-width berths can be arranged under her canvas top, and there is space for two fighting chairs or several deck chairs in the cockpit. A toilet which drains overboard without through-hull connections is beneath the helmsman's seat. This unusual craft was designed by Bob Harris for Robert B. Meyer, Jr. but no building contract has been let.

The hull is of plywood construction with spruce frames, and her landing gear will have aluminum and stainless steel components, permitting high speeds over the road. The boat with all gear aboard and motor mounted will weigh about 1,000 lbs. A 25 hp. outboard motor is expected to deliver 20 m.p.h. cruising speed.

Robert B. Harris, 9 Floyd Place, Great Neck, N.Y., should be addressed for additional information.

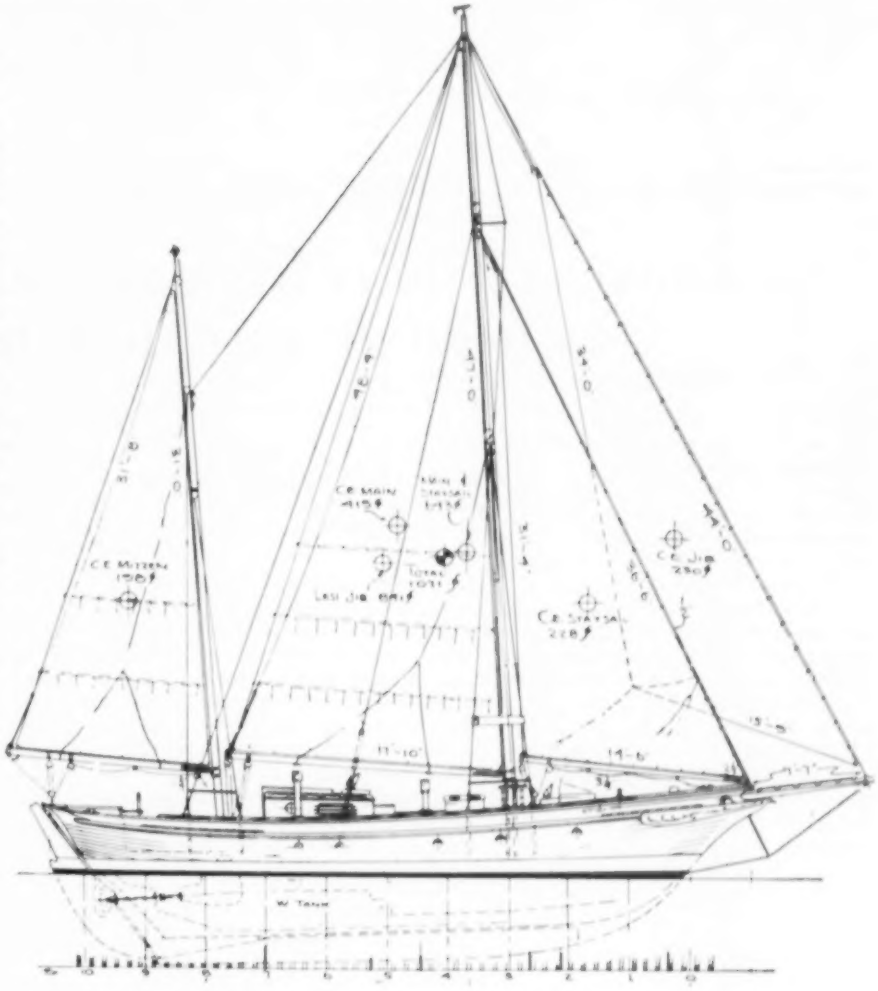


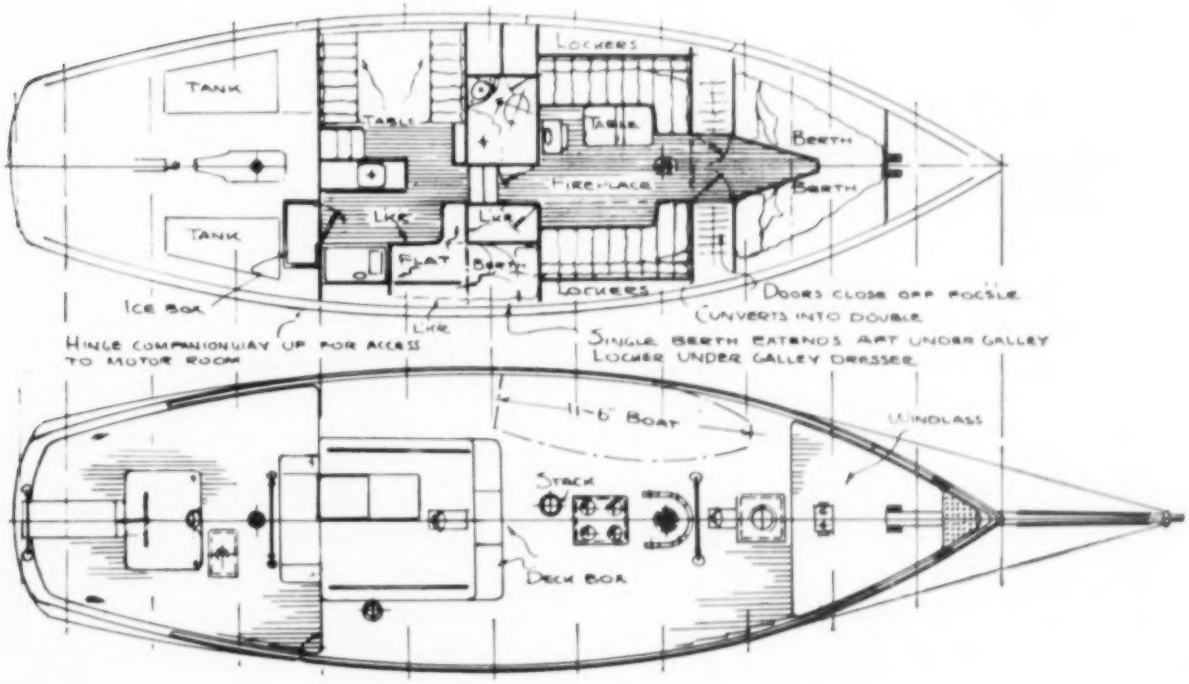
GARDEN-DESIGNED RAISED-DECK 46′ KETCH

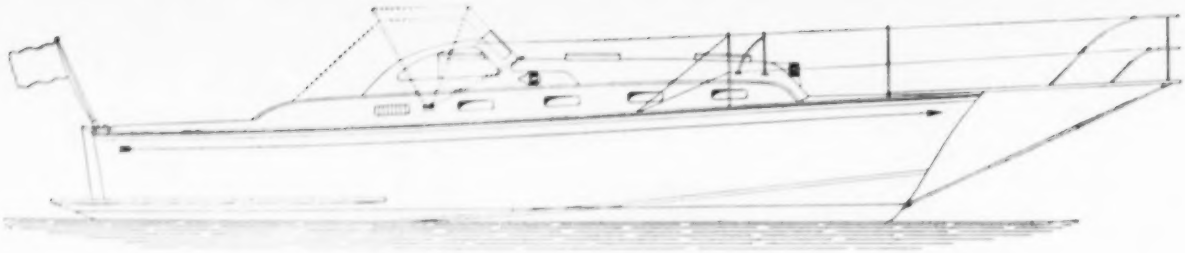
IN DESCRIBING his requirements the owner of this unusual yacht said that she was to be his house afloat so she has accommodations for five to live aboard in comfort. Valmar Schaff built her himself and will use her in west coast waters. The two-berth forward cabin is conventional but the big main cabin with fixed table, fireplace and L-shaped settees is exceptionally roomy as is her deckhouse, in which the galley and dining space are located. Being of flush- or raised-deck design her interior is more spacious than her dimensions would lead one to expect. Construction is rugged with a hardwood stem, white oak frames, Alaska cedar keel, deadwood, and planking, fir decks and teak trim. Fastenings and standing rigging are galvanized.

For additional particulars write William Garden, 2620 Commodore Way, Seattle 99, Wash.

L.o.a., 46′6″
L.w.l., 39′0″
Beam, 14′0″
Draft, 5′6″
S.A., 1071 ft.
Power, GM diesel







34-FOOT RAY HUNT-DESIGNED HIGH SPEED CRUISER OF BRITISH BUILD

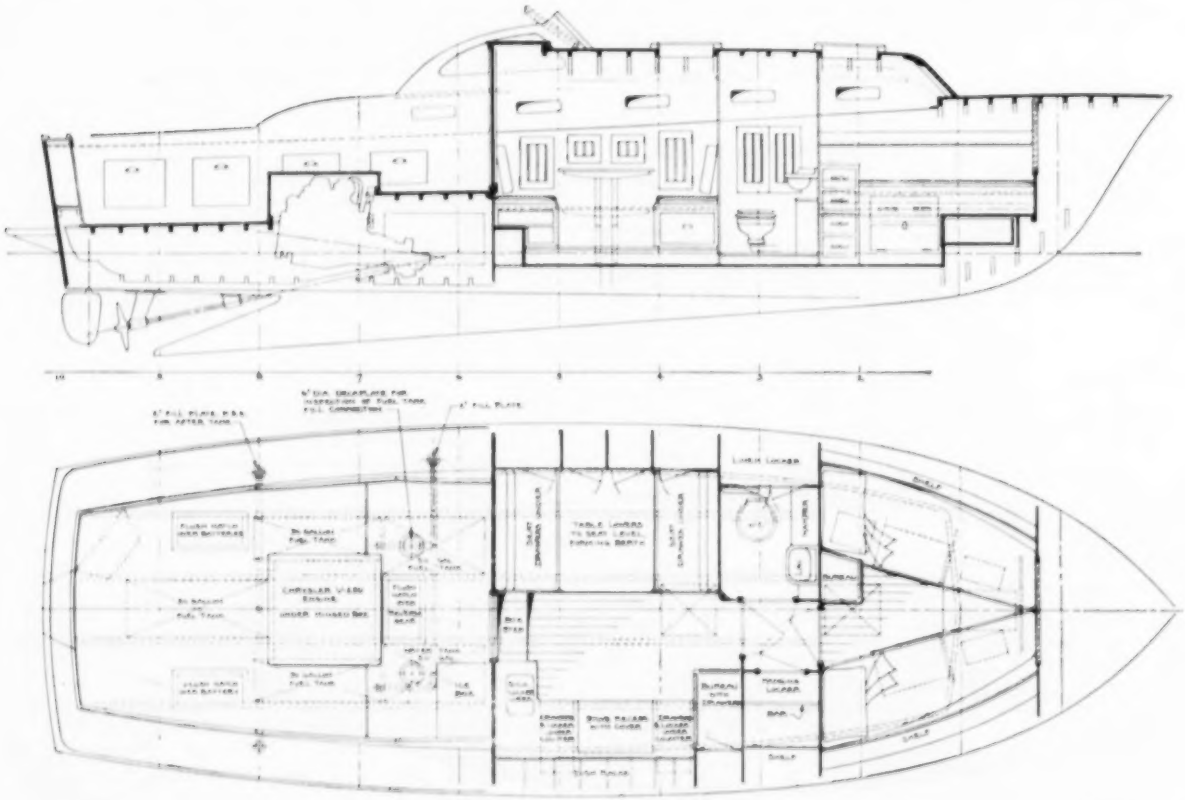
RAY HUNT, one of America's top racing skippers and the designer of innumerable successful yachts, both sail and power, turned out the plans for this boat for the Lymington Slipway, Inc., who propose to offer her as a stock boat. The prototype shown here is a single screw job with a V-drive Chrysler M-45 S. P. Imperial, and 2.05:1 reduction gears. She will, according to her designer, make 20 m.p.h. at 3,400 r.p.m. (Maximum r.p.m. is 4,400). Subsequent boats will be twin screw, at the owner's option, and 200 or 250 hp. Chryslers or a pair of GM-671 diesels can be used. Later boats may also be built without the keel shown in the accompanying drawings. This, plus the twin power installation will of course step up the top speed considerably as well as making a much more maneuverable boat.

L.o.a., 34'0" *Beam, 11'0"*
Draft, 3'0" *Displ., 10,500 lbs.*
Power (this boat) Single Chrysler M-45 V-drive Imperial: Subsequent boats, twin engines of owners' selection.

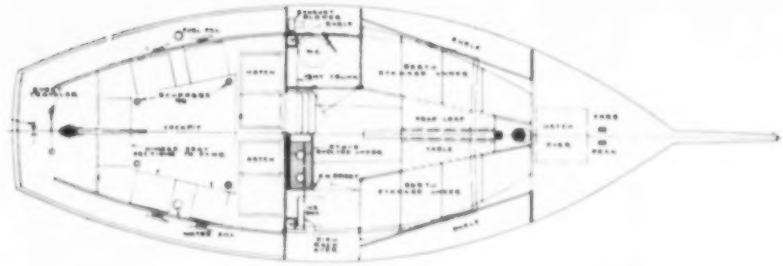
Accommodations are straightforward with a double cabin forward followed next aft by a head to port and a hanging locker to starboard. Then comes a good-sized main cabin with a dinette-double berth to port and ample galley space opposite. The big cockpit occupies almost half the boat's length and offers lots of space for a pair of fighting chairs. A doorway in her transom and a landing step athwartship across the stern will make boating the big fellows—either fish or man—easier.

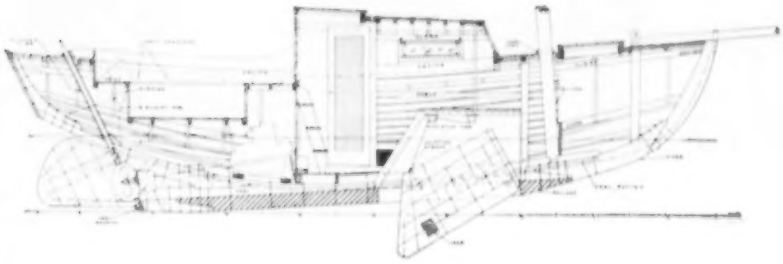
Building in England, the first boat will reach these shores before this appears and will be located at Marion, Mass. Construction and finish are said to be top notch with laminated oak stem and frames, double mahogany planking, and mahogany trim. Fastenings are bronze and Merriman Bros. supplied the hardware. Equipment includes a 12-volt system with two banks of batteries, vapor switch, pulpit, lifelines, bilge pump, 3" upholstery and CO_2 fire fighting equipment.

Further information may be had by writing Lymington Slipway, 126 Dorrance Street, Providence, R.I.



A 25-FOOTER FOR THE AMATEUR BUILDER





L.o.a., 25'1"	*L.w.l., 20'8"*
Beam, 9'6"	*Draft, 2'3"*
S.A., 348 ft.	*Power, Universal 12 hp.*

GEORGE MEESE who designed this husky little packet says he had the amateur builder in mind when he turned out her plans. She is of V-bottom construction, which home craftsmen find easier to cope with, and should be a fairly simple boat to build. She should also make a good low-cost model for the professional builder.

With her two-berth layout, her shoal draft and her Universal Blue Jacket 12 hp. motor this is a type that appeals to a great many gunkholers—not, mind you, that she wouldn't also give a good account of herself in a bit of a sea.

The rig is modest and easy handling (a self tending jib would be even easier) and the absence of running backstays makes her a real lazyman's boat and her cockpit is big enough to accommodate a good-sized party for day sailing.

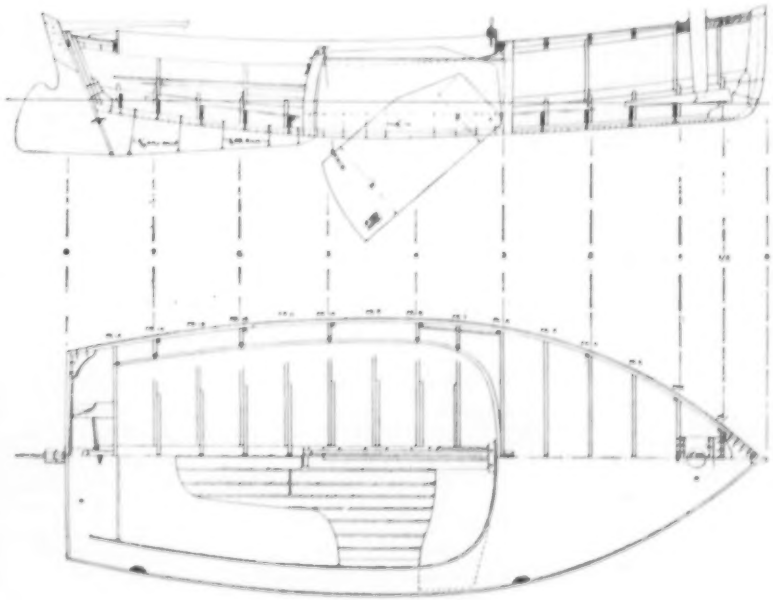
Specs call for white oak frame, Philippine mahogany planking and trim, and pine decks. Hardware is commercial standard and fastenings are builder's choice. The outside ballast keel is a 1,700 pound chunk of cast iron and her little kicker will be direct drive.

Building plans and specifications may be had for $19.50 from George E. Meese, 1179 Acton Road, Annapolis, Md.

A WEST COAST 16-FOOT CATBOAT

Complete plans and specs are available from James S. Krogen, 2356 Franklin Ave., Seattle, Washington—price $7.00 per set.

L.o.a., 16'0"	*Beam, 6'3"*
Draft, 1'3"	
S.A., 172 ft.	*Displ., 1,375 lbs.*



YOU don't see healthy little hookers like this very often these days, worse luck. With her straightforward construction (she is V-bottom) and her simple gaff rig she should be easy and economical to build. Her big cockpit will carry six people and, in accordance with usual catboat practice, no shrouds are indicated.

Specifications include an oak frame, mahogany planked bottom, plywood sides, cedar deck and mahogany trim. Spars are spruce and hardware comes from Wilcox-Crittenden. Her designer-builder-owner says she is both fast and able.

THE YEOMAN CLASS, BRITISH-DESIGNED AND BUILT FOR THE AMERICAN MARKET

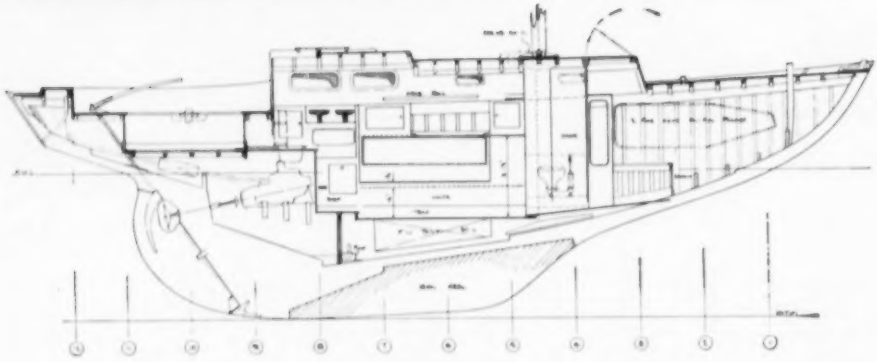
IN DESIGNING this able looking boat, Alan Buchanan says he has attempted to turn out a yacht which would meet the requirements of both the round-the-buoys and long distance racing man, and the weekend or vacation cruiser. She had to rate well under both the Cruising Club and Royal Ocean Racing Club rules; had to be able to accommodate three adults and two or three youngsters for a week or more and, of course, had to be fast, able, and good looking.

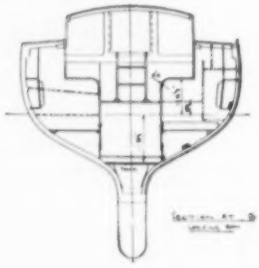
A number of boats have been built in Britain for local owners and they have given good accounts of themselves in racing events as well as providing long distance cruising for their owners. Now two boats have been purchased by Americans for use here. One, owned by a South Carolina yachtsman is reported cruising in the Caribbean, the other will be delivered to a Norfolk, Va. owner later this year.

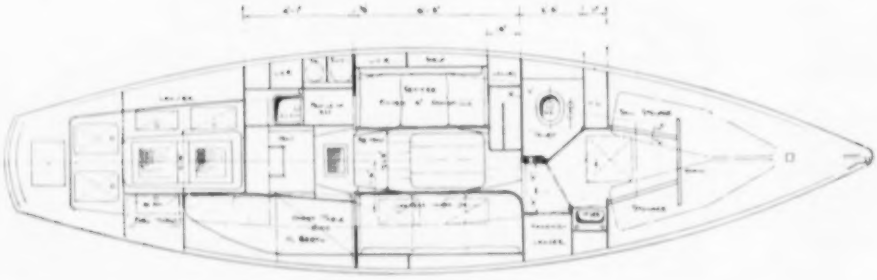
The boats have been built at Burnham by R. J. Prior & Son, Ltd. and are to Lloyds 100 A-1 specifications, which are about the best you can find. English oak is used for the stem, stern post, horn timber and frames; transom is mahogany; planking is selected mahogany and decks are canvas-covered cedar. Alternate floors are galvanized wrought iron; fastenings are copper or bronze. Spars are spruce, and both mast and boom are hollow. The rigging is galvanized plough steel and the ballast keel is cast iron. Sails are British-made as is the engine, an 8 hp. Stuart Turner.

Alan H. Buchanan, her designer, 45 High Street,, Burnham-on-Crouch, Essex, England (to whom inquiries should be directed) states he can lay these boats down in New York duty paid—for under $13,000.

L.o.a., 33'1"	*L.w.l., 24'9"*
Beam, 8'6"	*Draft, 5'6"*
S.A., 469 ft.	*Displ., 5.14 Tons*







THE MONTH IN YACHTING

Rosenfeld

Sunrise, and the Off Soundings fleet, Burr's Landing, New London, Conn.

EDGARTOWN Y.C. REGATTA

► The opening day of the Edgartown (Mass.) regatta, July 21, produced light and shifting airs. The southwesterly backed into the south soon after the fleet was on its beat home and this changed the beat to an easy reach. Paul Grimes took Class A in *Dauntless*, edging Dr. B. B. Whitcomb's *Neurone* by five seconds corrected time, but Alex Bright took both Class B and over-all with his Concordia yawl *Safari*. Seven of the eleven boats in Class B had better corrected times than the winner of A. There were 34 boats in four classes in the cruising division. Charles F. Ernst took Class C with his Nevins yawl, *Bonne Amie* and Francis Loutrel took Class D in *Stardust*. Dick McCusker won the 210s, Mike Trumpi the Yankees and Pete Moore the 110s.

The second day brought a reduced fleet of cruising boats to the line in a 15-knot southwesterly with rain and overcast. James A. Farrell, Jr's *Impala* and Seabury Stanton's *Caribbee* were featured in a Class A duel which *Impala* won by a little over a minute on corrected time. John T. Ryan won Class B with *Niam*, another Concordia yawl, and former commodore E. Jerry Bliss took Class C with *Venona*. Francis Loutrel, in Class D, was the only two-day winner in the cruising classes. Dr. Fred Kelley took the 210 Class by about the margin he had lost by the day before, while Roy Larsen was winning in the Yankees and Nancy Blair in the 110's. Two-day winners included Arthur Besse, Jr., in the Interclubs and Allen and Stanton Priddy in the Wiannos.

The 15th annual Venona Trophy race over the 76-mile course around Martha's Vineyard was won in Class A by T. K. Boyd's yawl *Temptation* and in Class B by Ed Kelley's *Departure*. Second places went to *Neurone* and to Bob Love in *Gay Gull II*. The 14-boat fleet that crossed the starting line was reduced to nine finishers after a night of intermittent breezes and pea soup fog just three days before the *Andrea Doria* disaster. F. C. Gray, Jr.

CASTLE WINS GEORGE CUP

► In a series of races that will long be remembered as one of the greatest in the history of the George Cup, Jerry Castle and his crew of John Morse, Mike Doyle, Peter Tierny and Ralph Roberts sailed the Rochester Y.C. challenger *Stork* to a victory in three races—Castle's third George Cup victory in six years—off the Royal Canadian Y.C., Toronto, July 27-29.

Though the silverware returned to the Rochester Y.C. for the first time in three years, the spotlight in the series was not all *Stork's*. Fred Obersheimer sailed *Little Sister* from Youngstown Y.C., magnificently but was forced out of the second race with a split mainsail. Rear Commodore Tim Barber, in *Solenta* from the National Y.C., was well up in the series only to have shifting winds play havoc with him. Possibly stealing more of the limelight from *Stork* than any of the others was Bob Morrison sailing *Gallant* from the Royal Hamilton Y.C. Morrison, but for a last wind shift in the final race, might have taken the trophy to Hamilton for the first time. And the Royal Canadian Y.C's defender, Denbeigh Taylor in *Bibis*, who made a terrific comeback in the final race only to lose out by two points.

Castle sailed *Stork* to a win in the first race, crossing the finish line seven seconds ahead of *Gallant*. *Solenta* crossed third followed by *Bibis* and *Little Sister*. The second race was over a windward-leeward course in freshening westerly winds. *Bibis* took the lead at the start and was never challenged. Nearing the end of the first lap, the wind shifted, turning the windward-leeward course into two reaches. The boats finished *Bibis*, *Gallant*, *Stork*, *Solenta*—*Little Sister* being forced to retire with a split mainsail. Points now stood: *Stork*, 8; *Gallant*, 8; *Bibis*, 7; *Solenta*, 5; *Little Sister*, 1.

At the start of the final race the wind was moderate southwesterly, but shifting. At the half-way mark of the first lap it was *Solenta*, *Stork*, *Bibis*, *Gallant*, and *Little Sister*. Then many things happened, among them a wind shift. On the last leg, while four boats were beating, Fred Obersheimer had noticed the wind shift early and worked his way well to weather, so at the turning mark it was *Little Sister* in front and *Bibis* in the rear.

At this mark race committee chairman Bill Gooderham signalled a switch to an alternate course, due to the complete shift of wind. All contestants caught the change of course and it was a brand new race.

Morrison in the *Gallant* rounded onto the final leg in last place with *Bibis* just ahead. How *Gallant* moved from here to within seconds of the winning *Stork* at the finish line, and how *Bibis* moved up to third, is a weird and wonderful story of splitting tacks. All but *Solenta* crossed the finish line within 20 seconds, and *Solenta*, who had led for two legs of the race, was last. Nearing the finish line, *Bibis* was coming in fast with sheets slightly eased, with a northwest wind. *Stork* and *Gallant*, close together at the westerly end of the line, both had two tacks to make to fetch the line. It was a real sight to see these three boats striving to get to the line first, and it was spine tingling to hear the spontaneous blast of horns and whistles as Jerry Castle eased the nose of the *Stork* over the line first.

Final point standing: *Stork*, 13; *Gallant*, 12; *Bibis*, 10; *Solenta*, 6; *Little Sister*, 3. Rowan MacDonald

Snowbirds, 140 strong, sailed at Newport Harbor, Cal., July 29. Top three skippers were (left to right) John Haskell, Randy Hill and Craig Cadwalader

PACIFIC COAST LIGHTNINGS

► Manning Barber, Eugene (Ore.) Y.C., won the Pacific Northwest and Pacific Coast Lightning class championships on his home waters, Fern Ridge Reservoir, July 21-24, in *Hakili-Poo-O*. His twin brother, Merritt, and Sally Slate, were his crew.

The Barber twins were tied with Jim Gowdy, a fellow club member, at the end of the first two races of the Northwest competition but won out in the final, scoring 66 points over three other Eugene skippers, Gowdy, Wilson Jewett and Lou Campbell, who tied with 61 points. Twenty-four boats from Oregon and Washington participated.

In the Pacific Coast event, a fleet of California boats challenged the Barbers. Harold Evestone, of Cabrillo Beach, won the first race, the Barbers the second, and Dave Wright, San Diego, the third. The Barbers and Wright tied in final points at 62, but the crown was awarded the Eugene twins on the basis of having beaten Wright twice in the series. Twenty-five boats raced. The Barber twins are sailing in the championships this month.

LAWRENCE BARBER

SOUTHERN OCEAN RACING

► Sailing yachtsmen who steer south this fall are invited to enter a full schedule of ocean and coastwise races. The Southern Ocean Racing Conference has announced that the following races will count points for the Governor's Trophy given to the champion for the series: Sir Thomas Lipton Cup Race, Feb. 2, 1957; Miami-Nassau Race, Feb. 5; Nassau Cup Race, Feb. 9; St. Petersburg-Havana Race, Mar. 16; Havana-Varadero Race, Mar. 22.

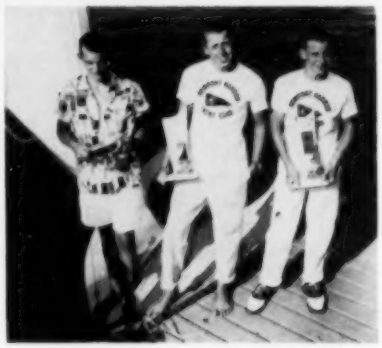
In addition to the series for the Governor's Trophy, northern yachtsmen are invited to sail in one or all the races planned by the Florida West Coast Ocean R.A. The dates are as follows: St. Petersburg-Clearwater, Oct. 6; Tampa-Fort Myers, Nov. 8; Tampa-Tarpon Springs, Dec. 7; St. Petersburg-Venice, Jan. 11, 1957; St. Petersburg-Bradenton (via Egmont Key), Mar. 2, Tampa around Egmont Key, Apr. 19.

L. L. MCMASTERS

"DOLPHIN" TAKES TROPHY

► A Yankee hurricane blasted the 15-boat fleet across the line off Cornfield Point buoy at 2:15 p.m. July 14 for the start of the Essex Y.C.'s annual Sam Wetherill Trophy Race. A fairly violent, short-lived afternoon squall with some wind and little rain made for an exciting and somewhat confused start. Most of the 15-boat fleet got away either with mainsail alone or main and small jib. Within twenty minutes, however, spinnakers were set on all the boats, and the fleet was strung out on the first leg of the course, down the Sound, into Block Island Sound, and to the whistle buoy off Watch Hill. With the bulk of the fleet due to hit The Race just before the change from flood to ebb, *Cyane* and *Spookie* elected the run through Fishers Island Sound in order to pick up the impetus of the earlier current change there. That this paid off was apparent within a half hour when they were seen once again, whistling through Wicopesset Passage well ahead of the rest of the fleet except for the schooner, *Bounding Home*.

On this leg, the prohibited area, passage through which is proscribed by the Navy, caused some hardship. Of the four buoys allegedly marking the area, only two are in evidence, and they the two that mark the northern limit of the area. While some of the boats assiduously worked their way to pass to the northward of the area, some others sailed the rhumb line from Race Point to the Watch Hill buoy, a somewhat shorter distance.



Beckner photos

The second leg of the 65-mile course was a beat up to the lighted whistle buoy off Culloden Point at the mouth of Fort Pond Bay. Marked on the chart as a short-long flashing buoy, this one was having trouble with its flashing mechanism that night and produced instead a rather prolonged flash about once every four minutes. This caused some hardship to a few of the boats, one of which managed to go a few miles beyond in order to round the Napeague Bay bell buoy, the light of which has the same color and characteristics.

From Fort Pond whistle to the bell on the western end of Long Sand Shoal, the boats encountered a strong ebb current and light air up to the Gut, and a strong flood current and almost no air in the Sound. Four boats were able to round the Long Sand Shoal buoy and run the two miles to the finish while the wind held; the balance of the fleet had to sweat out the agony of a strong foul current and a wind at times too weak to fill a spinnaker.

Bruce Lockwood's old Herreshoff Newport 29, *Dolphin*, took first honors (the third time she has done so), with Freeman Fraim's Amantha Class *Lodestar* second; Bill Ziegler's *Spookie*, third; and Hank DuPont's *Cyane* fourth.

HAL V. WILDER

TALL SHIPS RACE

► Twenty yachts, large and small, participated in the 780-mile race from Torbay, England, to Lisbon, Portugal, with the Argentine Naval Academy sloop, *Juana*, scratch boat in the small class, finishing first in 5 days 19 hr. 28 min. 11 sec. On corrected time, however, the smallest boat in the race, *Artica II*, designed and built by Captain John Illingworth and sailed by the Italian Navy, won in 5:10:25:35 and dropped *Juana* to second place.

Principal interest was in the large class, which included full-rigged ships, three-masted barkentines, a three-masted staysail schooner, as well as other vessels of more than 100 tons but of more usual rig. Here the scratch entry was the famous Nicholson-designed three-masted schooner, *Creole*, owned by Stavros Niarchos but placed at the disposal of British cadets. *Ruyam*, the Turkish entry which was formerly the Herreshoff-built American yawl *Thistle*, was first in the large class to finish, but the winner in that class was the ketch *Moyana* (which sank without loss of life in a Channel gale while returning to England from Portugal), entered by Britain and sailed by eight experienced seamen and 15 cadets. *Moyana's* corrected time was better than *Artica's* and 63 minutes better than that of *Christian Radich*, one of the Norwegian full-rigged training ships, which placed second.

The race began July 7th, with training ship entries from 11 nations, and carried the oddly assorted competitors through fog, fair wind, head wind and calm—but no excess of wind. A.F.L.

GOLD COAST MARATHON

► Florida's 136-mile Gold Coast Marathon is unique in including boats of many types from racing hydroplanes down to outboard driven surfboards and even Everglades airboats. Any single-engine boat up to 25 feet is eligible, and for the eighth annual July 14-15 run up the intracoastal waterway from Miami to the Palm Beaches and back the total reached 252.

Stuart Wilson, who had raced hydros out of Dearborn, Mich., and out of Ft. Lauderdale since 1954 found that though 266s had tried the race in former years none had finished. He entered his *Sabre*, fourth ranking in the country, and instead of adding extra tanks planned to take on gas at Delray Beach. He hit the jackpot, with a new record of 63.8 m.p.h.

Sam Griffith, who thought up the race and knew the winding course, was driving the 266 *Pussy Cat*. Wilson let Griffith make the pace. Starting at one gun with the rest of the fleet the two took the lead. Wilson took on his fuel and in the open waters of Lake Worth caught and passed Griffith, taking first by 33 seconds. Louis Nuta, Jr., national 7-litre champion driving an E racing runabout, was third. Then came Howard Abbey in an Abbey runabout with a 300-hp. Cadillac, Dick Cooper in another E racing runabout and Howard Hibbert in a Johnson Prowler with a brand new 265 Cadillac.

The race started back Sunday morning. In the scramble, Wilson's engine was washed down and most of the fleet went by him. He finally got firing well again and reported "I must have passed 50 boats at 90 m.p.h. and more." Taking a chance, he gave up refueling, caught Griffith as they entered Biscayne Bay and went on to win by 30 seconds. Abbey took third when Nuta conked out. He was followed by Hibbert, Cooper, Del Daily in a Chrysler-powered Higgins and then the first outboard, Whistler Schmidt from Riviera Beach with a Mercury Thunderbolt. Buddy Shinn in an 8' surfboard was last in of 157 finishers.

Cooper, Abbey and Wilson led in Classes 2, 3 and 4 respectively while George Denisco took the smallest inboard class. Schmidt won in the largest outboards with Oliver Barnhill, James Potter and Chink Antonoglou heading the other classes. Roland Berube was best of the small outboard cruisers and Bob Kleiser of t helarge. Carole Wyckoff was the top girl outboarder and Gail Jacoby for the inboards. W. T. Person, in an airboat, was 15th. Schmidt, Potter, Harry Pinner and Allen Axtell took the team trophy for the Riviera Beach Outboard Club. The Marathon was sponsored by the City of Miami and the West Palm Beach Flotilla Club, with Chairman Bill Earls and the Pelican Harbor Y.C. handling details.

VIVYAN HALL

MELGES E SCOW CHAMPION

► Harry C. Melges, Jr. of the Lake Geneva, Wis., Y.C. repeated as champion in the 1956 Inland Lakes Y.A.I. Class E regatta at White Bear, Minn., the weekend of July 15. Sailing *Jimmy V* young Melges, son of a Wisconsin inland scow builder, won the championship over 40 competitors with two firsts and two seconds in four of the scheduled five races completed in ideal weather conditions during the first two days of the three-day regatta.

Following Melges in the final standings were *Tow Head*, sailed by Tom Ferris, also of Lake Geneva, second; and *Piranha*, sailed by Maynard Meyer, Peewaukee, Wis., third; *Lady Luck III*, Jule Hannaford, White Bear, fourth; *Meteor*, Hermann Nunnemacher, Peewaukee, fifth; *Ro-Dam-U-Ro*, Neenah, Wis., sixth; *Telltale*, John Hunt, Minnetonka, seventh; *Albatross*, Terry Lentz, Peewaukee, eighth; *Mark II*, Arnold Meyer, Pewaukee, ninth and *Thunderjet*, Bill Perrigo, Peewaukee, tenth. JIM BYRNE

Jones

Casual Casualties of Race Week — at Marblehead (top), where the lady's glasses (left) remained secure throughout the dunking — and at Larchmont (right), where these able youngsters seem damp but unperturbed as rescuers approached

Rosenfeld

The U.S. Olympic Star Class representative is "Bert" Williams (#3745), of the Southern Lake Michigan fleet, who defeated ten competitors in a five-race elimination series at Atlantic Highlands, N.J.

Robinson

WILLIAMS WINS OLYMPIC STAR BERTH

► Out of a tense and closely fought five-race elimination series for 10 boats, at Atlantic Highlands, N.J., July 28-Aug. 1, H. P. "Bert" Williams of Evanston, Ill., representing the Southern Lake Michigan fleet, became the U.S. Olympic representative in the Star Class. So close was the competition that Williams was tied with Jim Schoonmaker of Watch Hill, R.I., and Hartwell Moore of Huntington, L.I. going into the last race, and Skip Etchells of Old Greenwich, Conn. and Bill Lyon of the home club were four points back with a chance of coming through.

Williams sailed a conservative fourth, solving the double problem of keeping Schoonmaker and Moore covered, without letting Etchells or Lyon get too far ahead, and ended up with a first, second, two sixths and a fourth for 36 points, to 35 for Etchells and Schoonmaker and 33 for Lyon and Moore.

Although it went right down to the wire, the first two races had an important bearing on the eventual outcome. A strong high pressure area took over the weather, killing the usual sea breeze on Sandy Hook Bay and substituting fluky westerlies. In the opener, Etchells was leading, and Williams was eighth when the wind left the leaders and picked up the second half of the fleet. Bill Parks of Chicago was first and Williams second after the shift, and Etchells ended seventh.

In the second-race drifter, won by Harry Nye of Chicago, Etchells went on a wind hunt that was fruitless and ended up ninth. Monday's race was becalmed off the card completely and the boats spent 11 hours on the water Tuesday before getting the third and fourth races in when the "southeast trades" came back. Etchells had a second and two firsts in the last three races but could not shake off the consistent Williams. The second five in the finish order were: Dick Stearns, Chicago; Nye; Parks; Bob Cameron, Chicago, and Paul Smart, Noroton, Conn.

Williams, a 48-year-old coal dealer who has been sailing Stars for 30 years, weighs 270 pounds and is known as a good heavy weather sailor, conditions he will supposedly meet at Melbourne. Larry Low of the host club was his crew.

BILL ROBINSON

AMERICA'S CUP PROSPECTS

► Comm. Henry Sears of the New York Y.C. made the first public announcement, at the start of the club cruise July 29, of prospective revival of racing for the America's Cup (see "The Gam," YACHTING, May '56). The club's attorneys are petitioning in the courts that the club be allowed to make certain alterations to the Deed of Gift (the "new" deed drawn up in 1887) and it seems unlikely that anyone will offer any serious objections.

Proposed changes would include lowering the minimum waterline length of challenging vessels to 44 feet, which would permit racing in the 12-Meter Class. They would also include permitting the challenger to be shipped here by steamer—not that a 12-Meter under reduced rig couldn't safely be sailed across, but simply to save time a challenger would need for conditioning and tuning up before a series here.

What with legal delays, designing, tank-testing, building and selection of challenger and defender, and other operations, there isn't likely to be a race for the 154-year-old trophy before 1958. That would be 21 years after the last race for it, in 1937—the longest period it has been inactive since the *America* won it off Cowes in 1852. Some British and other yachtsmen have expressed interest in challenging, if the race can be held in Twelves, and some Americans have expressed willingness to build Twelves in such a case. That's about where the matter stands now.

W. H. T.

EASTERN Y. C. CRUISE

► After an unauspicious start, in rain, fog, and strong easterly winds, the Eastern Y.C. Cruise, July 5-14, visiting Southern Massachusetts for the first time in several years, proved highly successful.

Following the cancellation of the runs to Scituate and Marion, all races were held, and each produced a dif-

If proposed changes in the Deed of Gift of the America's Cup are passed, America's tenure on the 154-year-old trophy may be challenged by boats of the 12 Meter Class, similar to "Vim," which was built by Harold Vanderbilt and is now owned by John Matthews

Rosenfeld

ferent squadron winner. C. Raymond Hunt's *Harrier* won the Rear Commodore's Cup, Vice Comm. Wells Morss' *Legend* took the Commodore's, Ex-Comm. Gifford Simonds' schooner *Trade Wind* annexed the Vice Commodore's, octogenarian Thomas H. Shepard in *Irondequoit* captured the Fleet Captain's, and Edmund S. Kelley's *Departure* took the Race Committee's Trophy.

The fleet was divided into four classes: A, schooners and ketches; B, sloops and yawls over 30 rating; C, sloops and yawls under 30 rating; D, craft under cruising canvas only.

After three runs, most Class D boats decided to compete in Class A, which had not filled theretofore. Commodore Neil Rice's *Zodiac* won two of these races (to Edgartown and Woods Hole) after the schooner *Trade Wind* won that from Vineyard Haven to Nantucket.

In Class B, Chandler Hovey's *Robin* won the first and last of five runs with victories for George Crocker's *Tango II*, a cruising Nine-Meter; Charles H. Jones' yawl *Ayesha*, and the big cutter *Irondequoit* in between. There was spirited competition in Class C, whose representatives took three of the five squadron runs. Ray Hunt's *Harrier* captured the only race in which she participated, an 18-mile affair from Marion to Padanaram, July 7. On the 25-mile race to Vineyard Haven, Wells Morss' *Legend* led the class. Another of the new Owens cutters, George Bachelder's *Geluba*, was victorious in the races to Nantucket and Edgartown but failed to take the squadron prize on either day. *Departure* was on top on the final race to Woods Hole. Three boats, Francis Thurmon's picturesque schooner *Flying Fish*, Ex-Comm. Simonds' *Trade Wind*, and Fleet Surgeon Clark Staples' *Carina II*, were the victors on the three days in which there was competition for the cruising-canvas boys in Class D. LEONARD M. FOWLE

RACING CALENDAR

SAIL

East

Sept. 1-2—Cedar Pt. Race, Gibson Is., Md.
Sept. 4-7—Adams Cup, N. A. Women's Chp., Cohasset, Mass.
Sept. 5-9—Manhasset Bay (N.Y.) Fall Series.
Sept. 7-9—City Is. (N.Y.) Y.C. Overnight Race.
Sept. 7-9—Seawanhaka C.Y.C. Cruise, Long Is., N.Y.
Sept. 8—Jeffrey's Ledge Race, Manchester, Mass.
Sept. 8-9—Warner Tro., Conn. Cup, Essex, Conn.
Sept. 14-15—Off-Soundings Cruise, New London, Conn.
Sept. 15-16—No. Amer. Firefly Chp., Marblehead, Mass.
Sept. 16—Harrison Is. Y.C., Eaton's Neck Race, L.I. Sd.
Sept. 22—Stuyvesant Y.C., Lloyds Pt. Race, L.I. Sd.
Sept. 22-23—President's Cup, Potomac River S.A., Wash., D.C.
Sept. 24-29—Manhasset Bay vs. Norway Intl. Cl. Race.
Sept. 29-30—Jet 14 Natl. Island Hghts., N.J.
Oct. 7, 14, 21—Fall Series, Annapolis Y.C., Md.
Oct. 13-14—Harry Hall Tro., Essex, Conn.
Oct. 16-20—Snipe, Western Hem. Races, Bermuda.
Oct. 27-28—Ulmer Bowl, Annapolis, Md.

Great Lakes Area

Sept. 1-3—Ephraim Y.C. Reg., Wis.
Sept. 6-8—Int. Lightnings Reg., Buffalo C.C., N.Y.
Sept. 6-9—Int. Comets, Pt. Clinton Y.C., Ohio

Gulf Area

Oct. 6—St. Petersburg-Clearwater Race, Fla.
Nov. 8—Tampa-Ft. Myers Race.

West

Sept. 10-13—Mallory Cup Series, Seattle, Wash.
Sept. 15-16—Hat Is. Race, Seattle Y.C.
Sept. 16—Berkeley (Cal.) Y.C. Chp. Reg.
Oct. 20—Golden Gate Race, San Fran., Cal.
Oct. 28-Nov. 3—Hawaiian Invitation Week.

Abroad

Sept. 2-7—Stars, World's Chps., Naples.
Nov. 26-Dec. 5—Olympic Games, Port Philip Bay, Melbourne, Australia.

POWER

Sept. 1—Gold Cup, Detroit, Mich. (I).
Sept. 2-3—Millville, N.J., 44 Runabout Chp. (I-SO).
Sept. 2-3—Depue, Ill. (Divisionals) (O).
Sept. 15-16—President's Cup, Washington, D.C. (I-SO).
Sept. 15-16—Melbourne, Ky., 225 Hydro Chp. (I).
Sept. 16—Rogers Memorial Tro., Washington, D.C.
Sept. 22-23—New Martinsville, W. Va., 136 & 266 Hydro Chp. (Mi. Trials) (I).
Sept. 22-24—Long Beach, Cal. (Nationals) (O).
Sept. 29-30—Elizabeth City, N.C. (Mi. Trials) (I-SO).
Oct. 7—Stock Outboard Mara., Needles, Cal.

Predicted Log Contests

Sept. 1—N.Y.A.C. Jackson Mem. Tro., Long Is., N.Y.
Sept. 22-23—Reg. Chp., San Fran., Cal.
Sept. 30—Columbia River Y.A., Portland, Ore.
Oct. 6—Cruiser Race, Vallejo Y.C., Cal.
Oct. 28—Gilmer Tro., Portland, Ore.

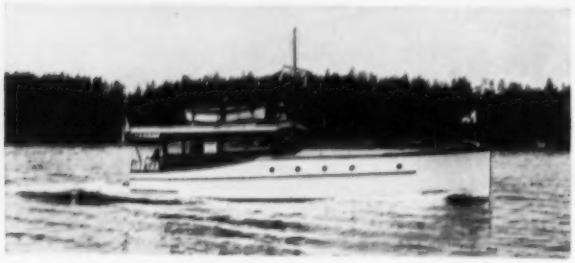
Yachting 25 YEARS AGO

► Big story of the month was the way Olin Stephens and his hard-driving crew, risking the northern route, had brought their yawl *Dorade* into Plymouth, Eng., in some 17 days, two days ahead of the next two much larger boats to finish—*Landfall*, Paul Hammond, and *Highland Light*, Dudley Wolfe—in the trans-Atlantic race. . . . *Dorade* also took the Fastnet Race. . . . Vic Kliesrath's *Hotsy Totsy* won the Gold Cup. . . . Mackinac Race winners were *Elizabeth*, L. A. Williams, and *Trident*, Alger Sheldon. . . . The sloop *Wildgoose*, C. B. Rockwell won the Bayside-Block Island auxiliary race, among some 30 starters.

AND 40 YEARS AGO

► Some prominent race winners were: At the Marblehead Corinthian Y.C. mid-summer series, *Jack Tar*, H. S. Morss, in Class R; *Flight*, J. V. Santry, Bar Harbor 31-footers. On the N.Y.Y.C. Cruise, schooner *Elena*, Morton F. Plant, which took the Astor and King's Cups; sloop *Aurora*, Cornelius Vanderbilt; schooner *Amorilla*, Demarest Lloyd; N.Y.Y.C. 30-footer *Okee III*, L. G. Hammersley. . . . Mrs. Roy M. Barcal was the first woman ever to sail in a Chicago-Mackinac race, which the sloop *Intrepid*, owned by Snite and Barcal, won.

"Eugenie," overall winner, is a 54' Chris-Craft from Seattle. Class II winner was "El Phileen II," owned by Harold D. Fowler



Krantz

CRUISER CONTESTS IN THE NORTHWEST

From Poulsbo To Nanaimo

By FRANK MORRIS

FAIR SKIES, flat water and southerly wind pushed 89 participants in the annual International Cruiser Race from Poulsbo, Wash., to Nanaimo, British Columbia, to an uncomfortably early finish time for most contestants, in what could be referred to as one of the mildest races in the history of the famed predicted-log contest of the Northwest region.

Don Hedlund, from the Seattle Y.C., ran as tight a race as could possibly be run to bring his new 53' Chris Craft *Eugenie* across the finish line with an error of only 0.6572.

Four boats managed to break the 1% barrier. In addition to Hedlund, J. G. Holmstrom scored 0.9198 with *Island Stream* to win in Class IV for the Queen City Y.C.; Willy Crossett scored 0.7082 with *Winabu II* to win in Class V, also for Queen City, and T. Dayton Davies scored 0.9117 with *Sea Cookie*, but could only capture a second place in his class for the Seattle Y.C.

On the first leg, practically all contestants battled with driftwood in patches that made it impossible to steer charted courses. Weary helmsmen, up most of the night for the festivities at Poulsbo, worried about the loss of time they were incurring by dodging drift, but when they arrived at the Sandy Point control and found themselves quite fast on the leg, they wished that there had been even more drift to slow them down. Some boats bent propellers on the submerged debris, and in spite of the loss of speed still came in fast on their predictions.

Queen City Y.C., as usual, led in number of entries, 21 in all, and took the lion's share of the booty with first places in Classes III, IV, and V. George Knight brought *Tomara* in with 1.023 error to win in class III, assisting Holmstrom and Crossett, who suffered a bent prop. Rainier Y.C., which last year took most of the trophies in all the races, had only Randy Rockhill to stave off total defeat. He took a first in class I with 1.658 error. Harold Fowler of Meydenbauer Bay Y.C. brought *El Phileen* in a winner in Class II.

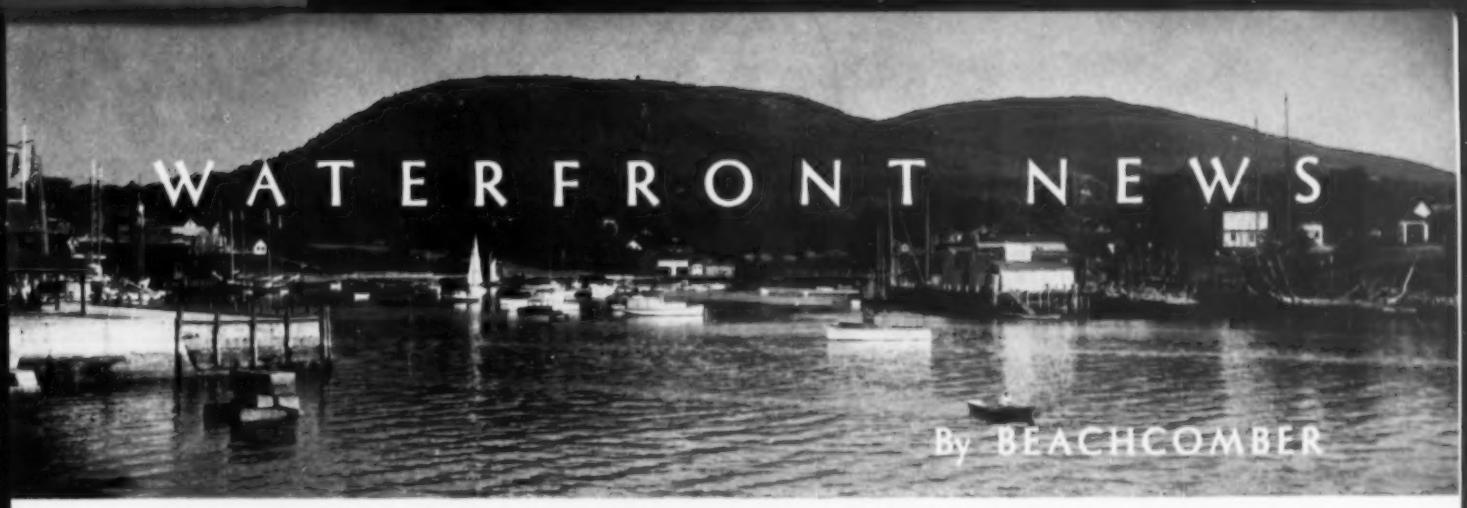
Following the International event, six cruisers took part in the nine-day Capitol-to-Capitol competitive cruise to Juneau, Alaska. The first day's run out of Nanaimo was made in calm, sunny weather, good scores being made on the passage to Stuart Island. Confusing currents in Johnstone Straits pulled the average performance down somewhat on the second run, to Port Hardy. On the third day,

(*Continued on page* 114)

Krantz

George Knight's "Tomara," (top) from Queen City Y.C., topped Class III. "Shari-King," (above) had lowest error in Class I

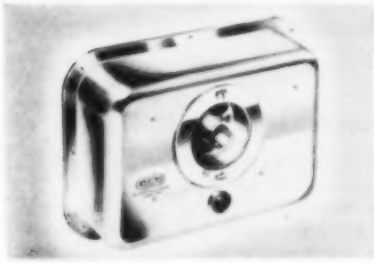
From Queen City Y.C., "Island Stream" (top) took Class IV honors. Class V was won by Willis Crossett's 38' "Winabu"



An official award plaque for the cabin

APPEL'S U.S.P.S. PLAQUE

► A new, official U.S.P.S. Senior Member Award Plaque has been added to their complete line of squadron apparel and accessories by S. Appel & Co., 740 Broadway, New York 3, N.Y. Bearing the standard flag and wheel, the plaque is engraved with five merit marks and senior member insignia. Name space is provided below. Of polished brass on a mahogany panel, $8.00 from the above.



An instrument to warn of electrolysis

NOLECTRO

► A device designed to stop shore-induced electrolysis has been developed by Schurger Marine Products, Inc., 9410 Woodland Ave., Cleveland 4, Ohio. The unit is a chrome-plated brass instrument that lights up and buzzes when your system is improperly plugged in at the dock. Reverse the plug, and you're all right. Further details from the above.

SHIPMATE JOLLY-BOAT

► Something which promises fun for the adults as well as the youngsters is the 4-foot Jolly-Boat with transparent plastic bottom. It's made of molded plastic and has a 2¼" diameter flotation gunwale. It measures 48" × 10" × 32" and weighs about 10 lbs., is said to support adults up to 250 lbs. In transparent, or red or blue with contrasting gunwale, the Jolly-Boat comes through your dealer or write Shipmate, Inc., 1 Park Ave., Hamden, Conn. $49.95 f.o.b. Paddles are extra.

Fun for all in a transparent boat

HOT-RODS FOR THE GALLEY

► Hot-rods are just what the name implies. And their purpose is to speed the cooking of roasts, potatoes, and other foods which ordinarily take too much time to cook to enjoy very often on board. Hot-rods are made of a special non-corrosive metal and are inserted into a roast, or poultry, meat loaf, baking potatoes, etc., to conduct the heat in quickly and thus shorten cooking time. According to the manufacturer, you'll save fuel, and time, and your meats will be juicier. 12 to a package at $1.00, ppd., from W. I. Stearns Co., Arlington, Vt.

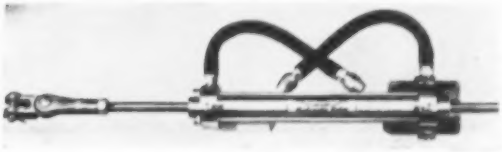
HYDRAULIC HELM BY CROWELL

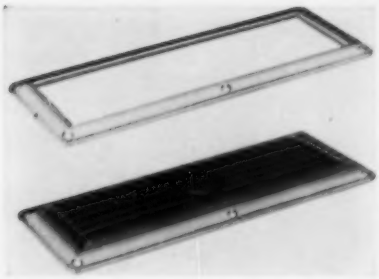
► Ease of installation and accuracy are featured in the new hydraulic steering system developed by Crowell Designs, Inc., P.O. Box 21, West Pt. Pleasant, N.J., for single or multiple-station installations. Copper tubing connects the helm and rudder and this can be bent to the contour of bulkheads or corners for a simplified, streamlined installation. The helm is said to be irreversible in action and will stay where set regardless of rudder pressure; a lock to prevent a child from turning an untended helm is available. The system should operate efficiently when filled with #10 S.A.E. or #5 lubricating oil. Steering ratio on the standard model is 16 to 1.

The all-bronze units are sealed and all visible parts are chrome-plated. The helm unit is designed for behind the bulkhead mounting and projects 5" behind it. Diameter is 5". Projection in front is 7", less bulkhead thickness. Steering shaft is machined for wheels bored 1" with ¼" keyway and hub depth of 2". Rudder unit is 30" overall.

Advantages are said to be little wear or maintenance, no cable adjustments, and accuracy. The single station unit is $195, dual station, $315.00.

Helm (left) and rudder units of Crowell's hydraulic steering system





Durable, colorful step-plates in plastic

PLASTIC STEP PLATES

► All-plastic step plates come from Worthington Prods., Inc., Marine Div., 441 Lexington Ave., N.Y.C. They're of vinyl with frames of tough plastic too, and come in two-tone color combinations. $1.75 ea. for the 8¾" × 3¾" size; $2.50 for the 11½" × 5¾". They're impervious to the effects of weather, sun and salt water. The treads alone are 75¢ ea. for the 8" × 2½" size and $1.00 for the 11" × 5".

SMALL IDEAL WINDLASS

► In answer to requests for a small hand-operated winch, to haul anchor on 18′ to 26′ boats, Ideal Windlass, Inc., Wickford, R.I. offers the Third Mate. It's an automatic cam-action jam and standard cleat unit, weighing 11 lbs., with base dimensions of 10" × 5" × 4". A crank handle may be inserted for tough hauling. Details from the above.

8-LB. DANFORTH SHEARPIN

► In response to requests, Danforth Anchors, 2125 Allston Way, Berkeley 4, Cal., has introduced the 8-lb. Danforth Shearpin to supplement their 4-lb. model. In operation, the 8-SP holds about 1000 lbs. against a straight pull in average holding ground. If the anchor is snagged, a 95-lb. pull directly overhead will break the shearpin, permitting the flukes to back out. Particularly useful on artificial lakes, etc., where fallen trees, rock ledges, etc., abound.

INSECT REPELLENT TISSUES

► An insect repellent comes in tissue form to keep gnats and mosquitoes at a distance as you enjoy a quiet evening aboard. They're called Repellen-Tissues, are made of paper impregnated with various repellents. As you wipe away prespiration, you apply repellent. 25¢ pkg., it's a product of Whitemire Research Labs., Inc., St. Louis 10, Mo.

These are useful trophies, excellent gifts

CODE FLAG GLASSWARE

► Popular as trophies or gifts is the Code Flag glassware from London Harness Co., 60 Franklin St., Boston 10, Mass. Each glass bears a different message. Martini pitcher, $7.50; highballs and old fashioneds, set of eight, $9.00; and the cocktails are eight for $12.00.

EQUATORIAL SUN DIAL

► While we can't guarantee that you'll be able to tell noon from midnight via this sun dial, all the instructions are included for mounting, to permit an accurate reading in any latitude, according to our information. The dial casts an "easy-to-read" line shadow, has compass points cast on the base and is made of solid bronze with oxide brown finish. The base diameter is 7¾" and height approximately 13½". $14.95 ppd. The Ship's Store, 32 Barton Ave., Barrington, R.I.

THE MAGIC MARKER

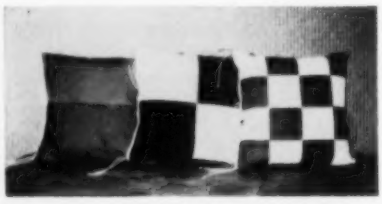
► An item for the galley is the Magic Marker which contains an indelible waterproof ink for marking through a felt nib a thick or thin line, on paper, cloth, plastics, metals, shellacked surfaces, etc. It comes with ink in nine colors—can be used to mark labels, canned goods, sails, life preservers, tarps, etc. 69¢ ea., with a 48,000-inch ink supply. Refills are available. Speedry Products, Inc., 91-31 121 St., Richmond Hill 18, N.Y.

For marking canned goods and boat gear

CODE FLAG PILLOWS

► An interesting line of pillows in code flag reproductions is available from Commodore Uniform Co., 349 Broadway, New York 13, N.Y. Made in the designs, colors and shapes of each of the 26 letters of the Int'l Code Flag alphabet, the pillows can be selected according to your own initials or your boat's name. Club burgees and private signals also can be made up.

The pillows are water-repellent, mildew-resistant, color-fast and washable. The coverings are of sailcloth, the filling is Dacron. The price, $10.00 ea.



Decorative dacron-filled sailcloth pillows

REFRIGERATOR BY KREFFT

► A new marine refrigerator, the Krefft Convertible, operates on either butane or electricity (AC or DC)— and conversion from one to the other power is only a matter of seconds, permitting the use of electricity at the dock, butane at sea. Temperature control, safety control button, automatic ignition switch are also features.

In both the 2.8 and 3.8 cu. ft. models, power consumption is said to be low. The interior is vitreous glass lining, four shelves and two door-shelves. A crisper, drip tray and three ice cube trays are standard equipment.

Complete details from Norco Sales Corp., 1263 Westwood Blvd., Los Angeles 24, Cal. A kerosene-electric model of the Krefft Convertible is also available.

How the 8-SP works

Handsome bronze sundial

Uses butane or electricity

Large or small-your outboard will do its best with Champion Spark Plugs!

Clean sweep of all National Stock classes proves that Champions deliver winning performance in every size engine.

Champion's complete domination of the National Stock Outboard title races at Devils Lake, Ore., again proves that any outboard—large or small—does its best with full-firing Champion Spark Plugs. Nine new world's records were set—and every race was taken 1-2-3 by engines using power-producing Champions. The outboards used are exactly the same as those sold by marine dealers everywhere. The only changes allowed were a choice of propellers and spark plugs. In every case, the winning drivers chose dependable 5-rib Champion Spark Plugs.

This clean sweep is additional proof of Champion's ability to give you all the power built into your engine. It's not long to fitting-out time—so remember—whatever its size, your engine will give winning performance all season when you install power-producing Champion Spark Plugs this spring.

CHAMPION SPARK PLUG CO.
TOLEDO 1, OHIO

EXPERIENCED SKIPPERS CHOOSE

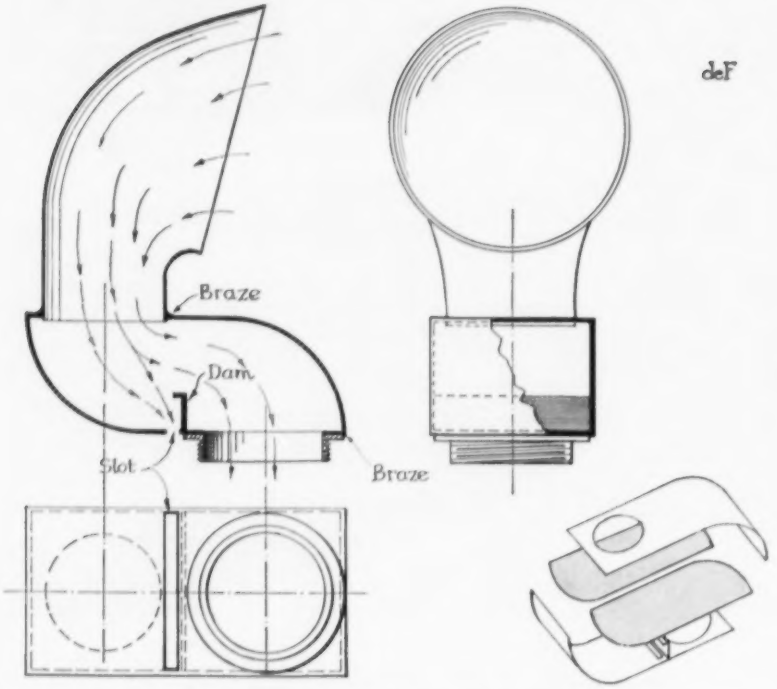
CHAMPION

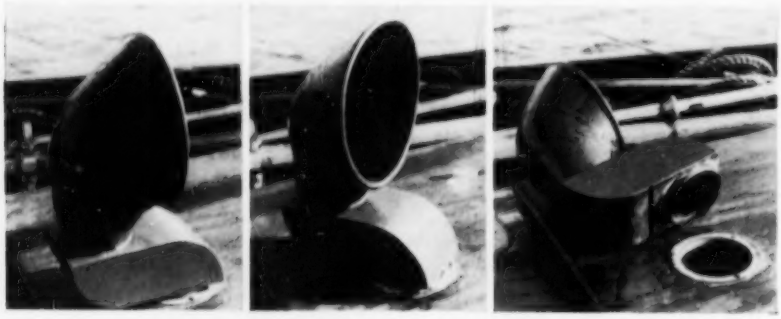
5-RIB SPARK PLUGS

◀ Paul Woodruffe took the crown in DU Runabout class. Sponsored by the American Power Boat Association to decide the official U. S. national championships, the race drew 110 entrants—and every winner used full-firing Champions.

Art "Bud" Sullivan, winner of the 39.6 inch D Hydroplane title. Six "runabout" divisions, using regular-type hulls, and three hydroplane contests were run, all on a five-mile course. ▶

GADGETS & GILHICKIES





An Unusual and Effective Waterproof Ventilator

► The compact ventilator of which plans and photos appear above was designed and made by George R. Lum, of Wilton, Conn., for his Fenger-designed wishbone ketch, which he eventually sold to my friend Nort Ritchey of the Norwalk Y.C. The boat was equipped with several of these ventilators, together with a number of other devices by the same ingenious skipper.

I have not given dimensions as they would have to be varied for different sizes of cowl and deckplate. Of course the areas of the air passages should be equal to, or exceed, that of the hole in the deckplate. In other words, when laying out one of these ventilators, be sure that the area of the rectangle over the "dam" at least equals that of the deck plate hole. The purpose of the dam and the slot is to strain out any water which may enter the cowl. This is sufficient for rain but a solid green one over the bow which filled the ventilator would, of course, get over the dam and into the cabin.

The exploded view (lower right) gives an idea of the finished shapes of the various parts, all of which are of heavy gauge sheet brass, brazed at the joints. The cowl and screw plate also are brazed or soldered in place. If I were making one of these I would first cut out the upper and lower curved pieces (using a heavy paper pattern); then braze the dam and screw plate to the lower one. Next braze the two together at their corners. Finally lay on the two side pieces—allowing about ⅛" all around to be filed off flush after brazing—the last job would be to solder the cowl in place.

The screw plate is simply a deck plate with a hole, equal to the inside diameter of its projecting part, turned out of its upper face. A second deck plate with no hole should be provided to seal the opening at need. The ventilator can be turned easily in any direction, depending on weather conditions.

It has been pretty well established that most boats tend to ventilate toward the bow so approved practice is to turn ventilators on the foredeck aft; those on the after deck forward —(seems like another good reason for calling boats "she").

A Hurricane Plotting Sheet

► Made under the name of "Weatherscope," this plastic-covered plotting sheet is designed to help the weather wise keep track of a hurricane's movements. On one side is a detailed chart covering the Atlantic Ocean from Cuba to Cape Breton Island, the Gulf of Mexico and the Caribbean Sea, showing Lat. and Long., and dotted lines paralleling the coast and indicating distances offshore in 200-mile intervals. There is also a time table for jotting down reports of the storm's position.

The reverse side, in addition to much basic information on tropical storms, has a small world map indicating typical storm tracks; U.S. Storm warning signals; plan of a typical hurricane, and three tables comparing the Beaufort Scale, Harvard's Blue Hill Observatory designations and those of the U.S. Weather Bureau.

The plastic can be marked on with either ink or grease pencil and is easily cleaned. Altogether a most useful aid for weather watchers—Cutler Designs, 131 State St., Boston 9, Mass. offers these at $2.00 each for the 8½" × 10¾" size and $5.00 for the 17" × 22" size.

Miscellany

► I have a little magnet resembling a mechanical pencil, with a clip for carrying in the pocket. It is hung amidships on a bail which permits it to swing freely for detecting steel and other ferrous metals. It has a great many applications such as picking up small steel parts in restricted areas, locating steel nails or screws, removing steel chips from the eye, etc. It is made by the Reder Mfg. Co. and is sold by The Lou Rose Co., 1150 Broadway, New York 1, at 98¢ each.

Need I add that it should be kept at a respectful distance from your compass?

► For loosening up screws or other fastenings which have become corroded or frozen, I have found Puritan Penetrant, made by the Puritan Co., Inc., Rochester, N.Y., to be a great help. It is particularly helpful in the disassembling of outboard motors, especially the underwater parts. Its application to the threads of turnbuckles would also be advisable. HAM DEFONTAINE

This well developed harbor protected by an extensive breakwater system is an excellent harbor for boats drawing not more than 11 feet. The best approach is from the South East passing between the light on the western end of the outer breakwater and that on the eastern end of the west breakwater. In northerly or easterly winds good shelter can be found behind the small breakwater off the eastern shore or for boats with less than 8 feet draft, well up the harbor near the Yacht Club. On entering the inner harbor give the western shore a berth of 250 yards and avoid a rock, marked by a buoy, about 50 yards to the southward of the fishing wharf. All supplies available. This is Stonington, Conn., which, during the Revolution and War of 1812, twice repelled British invasions.

CHUBB & SON 1882

Chubb & Son UNDERWRITERS

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As a special service to Yachtsmen at this time of year we are offering, with our compliments, reprints of the most recent articles published by Yachting and Motor Boating on the precautions to be taken in the event of a hurricane. Chubb & Son, 90 John St., New York 38, N. Y.

► In Sept. 1946—10 years, or 120 issues ago—"More Power To You" first appeared in YACHTING. Although it can not truly be said that writing all those pages was enjoyable, it has been most gratifying to find that our senior editors have backed me up even when I tilted with an occasional windmill. And it has never failed to be interesting as there ticked off the greatest decade in the history of recreational boating, if not the era of most rapid growth ever recorded by any sport.

Power boat racing has certainly blossomed over those years. Whereas in 1946 the number of sanctioned regattas would have been toted in dozens, this year they will be counted in the hundreds. As an indication of the number of participants and officials involved, the 1946 "Year Book" of the American Power Boat Assn. listed its individual members on 14 pages. The current version of that annual requires 88 pages for the roster (inflated slightly by duplicate listings of owners of more than one race boat).

The lion's share of this increase is due directly to the emergence of the stock outboard category of race boats, a breed unknown at the close of World War II. Just as the outboard has contributed most of the big numbers to statistics on boating in general, so has it done with racing.

Progress has also been impressive in terms of speed. Ten years ago the highest figure on the books was the 141.74 m.p.h. set by Sir Malcolm Campbell in his piston-engined *Bluebird*. Today the honor is held by his son Donald who steered a newer *Bluebird*—this one jet-propelled—at an average of 216.25. Other typical speed boosts during the period were: 135 cu. in. hydro—73.7 to 101.3; E racing inboard runabout—58.3 to 85.3; A outboard hydro—49.5 to 61.0 and C racing outboard runabout—54.1 to 63.5.

But it's not the statistics that I remember from those ten years. Let's skim over the 120 issues and recall a few of the high spots.

It was on Labor Day in 1946 that we saw the first boat to be powered with one of the high output aircraft engines developed during the just-concluded War. Dan and Gene Arena entered the Gold Cup in an Allison-powered three pointer named *Miss Golden Gate III*. Although too full of bugs to have a real chance, *Golden Gate* was the thrill of the event. Our race story says "Her thunderous roar and tremendous spuming wake brought the crowd to its feet and it never occurred to anyone to sit down." The powerful brute overshadowed Guy Lombardo's easy win in his *Tempo VI*.

In Dec., 1946, I sagely wrote that fuel injection for marine use "is not likely to come soon, if ever." With such fuel systems scheduled to be offered on some 1957 autos, it must have been that our crystal ball was cloudy.

California's tremendous strides toward usurping the record book brought skeptical action at the 1947 A.P.B.A. annual meeting in the form of an unsuccessful move to create a separate set of speed records for East of the Mississippi River. The Union of International Motorboating polled its members on a question of banning records established below sea level (meaning Salton Sea, Cal.).

On May 25, 1947, the traditional Albany-New York outboard race was revived. Sponsored by a group from the New Jersey Outboard Assn., it was open only to utility boats with service motors. Some 60 craft started in this, the first large event for what would later become the fabulous "stock" outboard category of racing.

At the 1947 President's Cup race, former Gold Cup driver Bill Horn predicted to us that, within five years, Gold Cup boats would be running 100 m.p.h. around a course. We derided his forecast with a welter of statistics purporting to show that the requisite 22 m.p.h. jump in lap speed was all but impossible.

After a visit to the Salton Sea regatta in the autumn of 1947 we wrote a critique which attributed the high speeds attained on the West Coast to the fact that West Coast boats were faster than any others. For us, at least, the rumors of short courses and slow watches were disproven.

The 1948 Gold Cup race was run under disgraceful circumstances on water too rough for the average pleasure boat. Fifteen racing craft started and the lone competitor able to finish the 90 miles sank on her way to the pits. Later that year YACHTING polled all participants in the '48 race with results that led to rule changes for the class.

Shortly thereafter we published a frank criticism of A.P.B.A. showing that the organization was outmoded as a governing body for power boat racing.

On Aug. 20, 1949 the 17-year-old American unlimited record of 124.9 held by Gar Wood was boosted to 126.5 by Jack Schafer's *Such Crust*. The World War II power plant developments were finally beginning to pay off.

At its 1949 annual meeting, the A.P.B.A., heeding our complaints and those of others, created a reorganization committee which we had the honor of heading. This committee turned the old Association into a radically new type, highly democratic, governing body.

On June 26, 1950, an unheard-of Stanley Sayres drove his equally unknown *Slo-mo-shun IV* to a new world record of 160.323 m.p.h. In Sept. the same boat won the Gold Cup and Harmsworth races. From that time until 1955 this boat and her newer sister retained the famous golden urn. Today's unlimited fleet consists of scores of virtual duplicates of the revolutionary Ted Jones-designed *Slo-mo IV*. She was the first hull to harness all of an Allison's horsepower to a surfacing propeller on a well-designed three point hydro.

That same year we first spotted the Dossin's twin Allison conventional hydro *Miss Pepsi*. From that day to this she has succeeded in whipping every boat in the fleet except the *Mos*. In the 1951 Gold Cup race, one year before the expiration of Horn's prediction limit, *Miss Pepsi* ran a 9-mile qualification test on a three-mile Gold Cup course at a shade more than 100 m.p.h.

In 1951 YACHTING started the ball rolling for the creation of what has become the most popular of A.P.B.A's inboard classes—the 136 cu. in. stock hydros

Shortly after the end of World War II Sir Malcolm Campbell had experimented unsuccessfully with jet power in his old *Bluebird*. In late 1952 John Cobb, another British speed merchant, lost his life while traveling at an official speed in excess of 206 m.p.h. in a jet powered boat.

In mid-summer 1955 Don Campbell became the first to master jet power in a boat when he pegged the world speed record at over 202. Later he tacked on another 14 m.p.h.

All in all, it has been an exciting 10 years. We can only hope for as much from the future.

Carter

Hugh Entrop, Seattle, winning the F. Hydro Race at the Regional Championships in Electric City, Wash.

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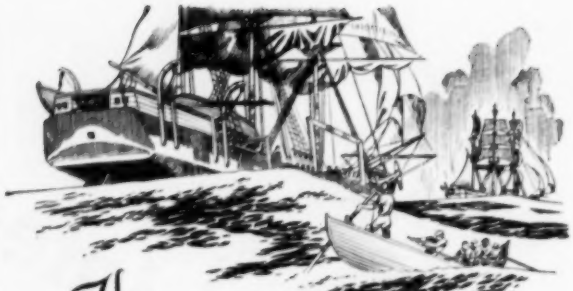


The GAM

► The prospect of two races to Spain next summer—one from Havana to San Sebastian and one from Newport or thereabouts to Santander—sounds pretty fantastic, but it's possible. The International Yacht Club of Havana has run two such races, in 1951 and 1955, and some time ago announced its third race, to start next June and finish in San Sebastian. Meanwhile the New York Y.C. had been approached through Spanish ambassadorial channels with a suggestion that it run a race from this country to Spain next year, in conjunction with the Real Club Maritimo of Santander.

The New York Y.C. has appointed a committee to look into the matter and make arrangements, June 16, 1957; is the tentative starting date. Heading the committee is G. W. Blunt White, who handled the arrangements for the race to Sweden for the New York club in 1955. Item One on the committee's agenda is to try and work out a plan with the Havana Y.C. whereby the two clubs may jointly run one single race to Spain.

The New York Y.C. undertook the Swedish Race, too, at the suggestion of yachtsmen on the finishing end of it, the Royal Swedish and Royal Gothenburg Y.Cs, and in one respect we hope history doesn't repeat itself. Of the seven yachts in the race to Sweden four hailed from Germany, two from the U.S.A. and one from Norway. *There never was a Swedish entry.* In the race to Spain the same year there were an American, an Argentine, a Cuban and a Spanish entry, and the Spaniard won. Let's not run a race from here to Spain this year unless at least one Spanish skipper promises to sail in it.

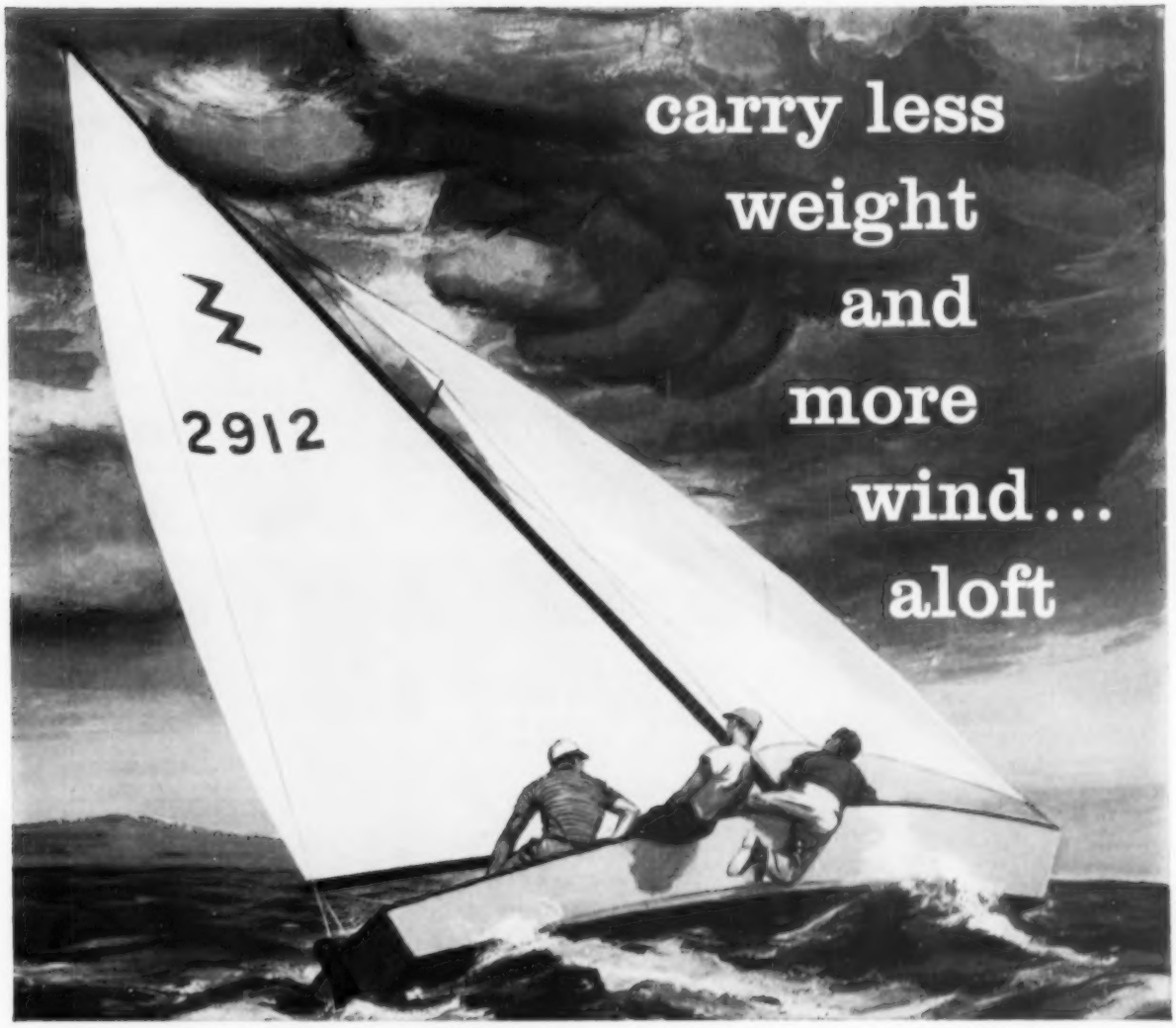
► Heard recently of two ladies who complained to the New York State Committee on Motor Boats of being disturbed by the "davlong noise" of motorboats on the lake near which they lived. They said what we need is "a few sitting and dreaming lakes." Amen, say we, and not only lakes.

Recently, cruising, we lay over in what used to be a Class A-1 sitting-and-dreaming harbor in southern New England; an old seaport town with many attractions for small yachts. But. . . . Jet aircraft roared constantly overhead from a nearby naval air base. Hot-rod quahoggers (whose nocturnal business activities call for speed enough to get away from the fish warden) roared past in overpowered outboard skiffs. Juvenile delinquents in speedboats towed other j.ds on water skis in and out through the fleet at 20-odd knots. Still other j.ds—some of them at least middle aged, time-wise but not mentally—roared in and out of the nearby marina in larger craft at flank speeds. The jet planes were the least of the nuisances. It was a blessed relief to get outside into the comparative peace and quiet of a thunder squall, next morning.

This harbor, we hear, boasts a model boat-speed law. Someone ought to tip off the local cops to it.

The jet plane and the overpowered motorboat are here to stay, and some method of living with them, while still retaining some sanity, has to be worked out. Meanwhile, it's getting harder and harder, and requires longer and longer cruises, to find a nice sitting-and-dreaming gunkhole. We know one in the Maritime Provinces, but we aren't going to tell you where.

THE BOATSTEERER



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With the UNITED STATES POWER SQUADRONS

CONTEST RECORD BROKEN

► The latest of the piloting contests held annually by District 5 as part of its rendezvous had an entry list that set a record for our organization. The total of 56 starters compared with the previous total of 40 and with 54 entrants last summer in the annual piloting contest held by six squadrons on the south shore of Long Island, N.Y., the previous record.

Patuxent River, with a group score of 3 min., 52 sec. error, won the District 5 Trophy for teams representing squadrons at the contest July 28 at the Baltimore Y.C. under the capable direction of the Sue Island Squadron. The members of the team and their individual scores were: Edward Pazarian, *Sea Mac* 19 s.; W. M. Browne, *Malahett*, 1:23, and H. Myers, *Bimbo*, 2:10.

The Du Pont Trophy for the best individual score was won by Robert White, *In Laws II*, Nor-Mac Squadron; score 7 s., runners-up being W. D. Townsend, *Finally*, Absecon Island, 10 s., and Emerson K. Patten, Sea Scout Ship *Dolphin*, Sue Island, 16 s. The Katzen Award for the best performance by a Patapsco Squadron member went to Albert M. Debelius, *Maryell III*, 18 s. The Past Commanders Award for the best score of a Wilmington member went to F. T. Mahoney, *Mary E II*, 24 s.

The second best team score of 3:59 was provided by Delaware River, whose members' individual scores were: Alonzo Flack, *Sonya*, 1:05; W. J. Tait, *Mabel*, 1:14, and G. K. Robinson, *Robby*, 1:40. Third was Nor-Mac with a team score of 4:21, whose entrants, besides *In Laws II*, were R. L. Scott, *Our Baby*, 1:30, and G. W. Mapp, Jr. *Peacemaker*, 2:44. The order of finish of the other teams was: Sue Island, 4:33; Salisbury, 4:41; Patapsco River, 5:20; Wilmington, 5:43; Absecon Island 6:00; Annapolis, 6:31; Hampton Roads, 9:03; Miles River, 9:14; Indian River, 10:34; Potomac River, 13:08 Elizabeth River, 13:50, and Susquehanna, 14:22.

► A leader among our squadrons in respect to putting classroom instruction into practice is Buffalo. The latest of its predicted log contests, held July 21 in conjunction with a rendezvous at Dunnville, Canada, was over a course from Buffalo across Lake Erie to Port Maitland, Canada, a distance of 38 miles. In first place and winner of the Sons of Bowditch Trophy was George H. Witzleben, *Amigo II*, error .00333 percent. Second, taking the Ralph Ireland Trophy, was William Karle, *Scudd*, .02085. Lloyd M. Erickson, *Llo-Mar*, .03178, was third and took the novice prize.

Buffalo held another predicted log contest on June 30 from the Federal locks down the West River, around Grand Island, and up the East River to the Buffalo Launch Club, a 25-mile test with and against a current. With an error of .462 percent, Karle took the Joseph A. Van De Mark Trophy, which is awarded for log events on the Niagara River to promote fellowship and good sportsmanship and to enable members to practice what they have learned in our classes. Second among the 19 starters was Hans E. Wolter, *Ha Lee*, .511, followed by John C. Mitchell, *Patco*, .897.

► Fall classes of instruction in boat operation will be starting throughout the country this month. For information as to classes in your neighborhood write: U.S.P.S., Box 510, Englewood, N.J.

L. B. N. Gnaedinger

RECORDING BAROGRAPH

This sensitive unit incorporates an 8 day, compensated, jeweled movement in a beautifully finished mahogany case. The case size, height 5", base 8" x 4½" is ideal for cabin use. Furnished with a year's supply of 2⅜" charts.

Complete $75.00, Extra year's charts $4.75

DELCO POWER PLANT

12 volt 600 Watt Air Cooled 1 cyl. 4 cycle battery charger. A complete power plant. Push button starting with automatic choke for remote starting. Complete with voltage regulator, back fire trap, ammeter, speed controlled governor and rubber shock mounts. Overall measurements, 20" x 20" in pipe frame (not illustrated).

Wt. 95 lbs. Special Govt. Purchase $125.00

AIR HORN KIT

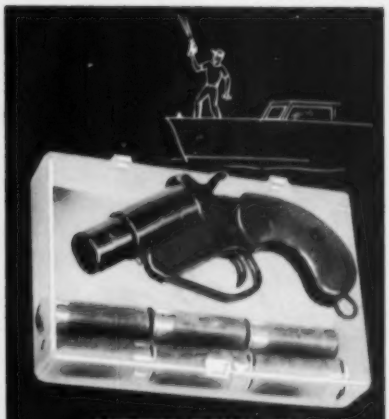
Here's an air horn with a real "diesel tone" — audible for a full mile. A 12" chrome plated brass Strombos horn with a low pressure, heavy duty, low speed compressor complete with air tank, air valve, automatic pressure switch, gauge and drain valve. A real buy for the yachtsman who wants to be heard.

6 Volt $119.75; 12 Volt $129.75

STAINLESS STEEL SINK WITH GALLEY PUMP

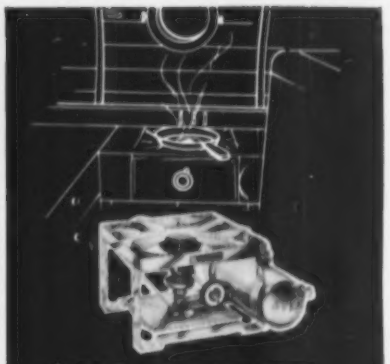
Great combination for small cabins. A smooth finish stainless steel sink 12¾" x 10½" x 4" (flange ⅝") complete with 1" bar plug strainer and tailpiece with a rugged chrome plated brass, double action, angle galley pump. Pump tapped for ⅜" pipe and stands 6¾" above the base.

Combination	$24.95
Sink separately	$13.75
Pump separately	$12.75



DISTRESS SIGNAL KIT

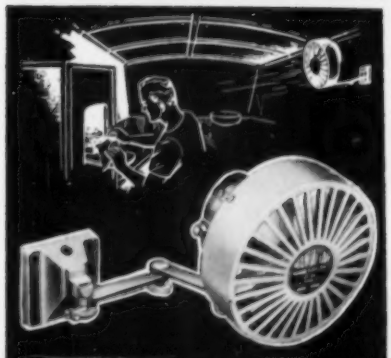
A 25MM pistol in handsome black steel finish with 6 red star shells. Ready to stow aboard in a heavy-duty clear plastic moisture-proof case measuring 10" x 6½" x 2". **$29.95**



UNIQUE SWEDISH STOVE

Makes a pot of coffee as fast as a city gas burner. The single unit measures 8" x 10½" and two single units may be coupled with the junction plate furnished to form a two burner stove. Regulating type burner with automatic cleaner. The all brass fuel tank is available for right or left hand mounting.

Alcohol $17.00 Kerosene $16.50



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Keep the ocean breezes sweeping through your cabin or galley with this sturdy marine fan. The special bracket and adjustable arms and head permit a variety of positions. Semi-enclosed motor with bronze bearings and aluminum safety guard. Grey Jacquer finish.

6, 12, 24, 32, 110 Volts (specify).

6" Blade $46.75 — 8" Blade $54.50

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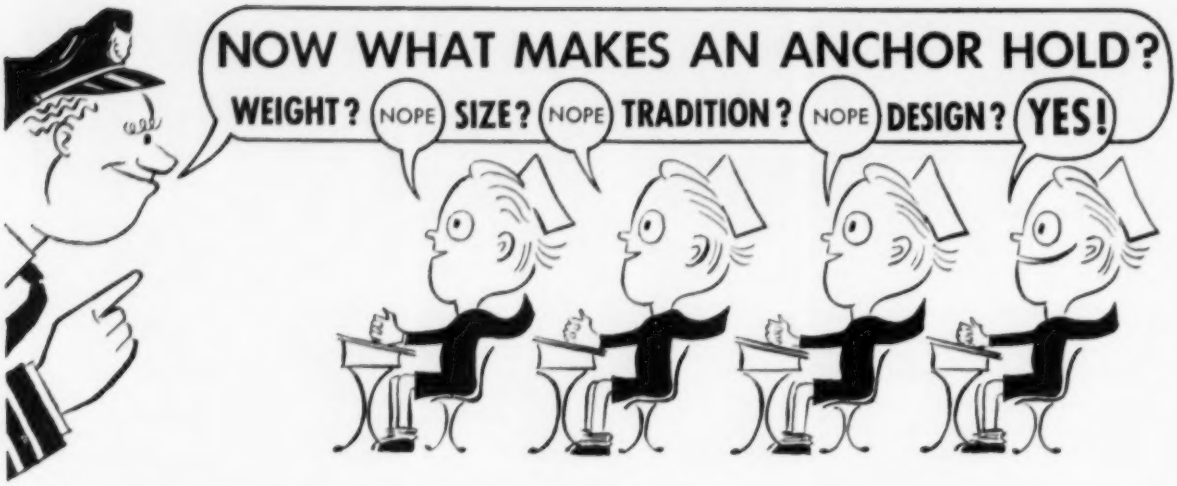

A 4-lb. Standard Danforth, a 20-lb. yachtsman's kedge and a 50-lb. stockless anchor all hold the *same* on a mud bottom. No matter what bottom you name . . . mud, sand, shell, gravel, rock . . . no matter what anchor you name . . . old or new types . . . it's the DANFORTH* design that gives the utmost in *holding power.* Navy, Army, and Coast Guard tests say so, and so does the experience of thousands of boat owners throughout the world. So replace useless weight with easy-to-handle Danforths. You will have the *holdingest* and *handiest* anchor ever designed!

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AUTOMATIC PILOT ROUNDUP

(*Continued from page* 61)

boat must be steered manually onto the course. The pilot is then engaged and immediately takes over. Others have dials on which the course is set.

There are units with maneuvering buttons or controls included in the basic equipment, while others require an accessory or remote control for this convenience.

With so many different modes of operation, and such a spread in the prices of this equipment, how is a person to make a choice? For example, manufacturers of non-hunting equipment say that their equipment is quieter and longer-lived than the hunting variety. On the other hand, people who make pilots that hunt claim greater accuracy, and say the mechanical noise is not objectionable, and that wear from compass oscillation is so negligible that years of trouble-free operation can be expected.

Equipments having drag-free compass take-off can quite justifiably claim theoretically greater course accuracy and sensitivity than those having contacts actuated directly by compass-card movement. But, on the other hand, makers of units having contactors in the compass have a good point when they bring up the straight-forwardness and simplicity of the equipment. As an example, I would not entrust the servicing of one very splendid unit to any except a factory-trained engineer; while yet another unit's manufacturer states that the owner himself can find and correct any defect in his equipment without instruments or special knowledge, and I believe this to be true.

So the choice comes down to consideration of the budget, personal preferences as to underlying principles, the use and amount of service to which the equipment will be subjected, current drain, and the availability of maintenance in any particular cruising area.

Unless the unit has filters built in or installed, some degree of noise can be expected on the radio while the pilot is operating.

Most important is to take a look at a few units—in operation, if possible. If you can choose, by eye and ear, a mechanism as complicated and costly as an automobile, then picking a pilot should be easy!

(Editor's note—It seems timely to remind the reader that even the best automatic pilot has no brain. It does not know the Rules of the Road. It can't see driftwood, vessels, or other obstructions. It won't blow the horn if you run into a patch of fog. It doesn't recognize lights and landmarks, and can't do even the simplest piloting or dead reckoning. It will not adjust course for leeway or cross current effect. It will save you tedious hours of hand-steering, and hold a truer course than you will, normally, but it won't take the place of an alert watch on deck. You know all this, of course, but so did people who've got into trouble by leaving the ship "on the mike" and ducking below "for just a second or two." If you're alone and must leave the deck, even for a few seconds, cut your speed to dead slow or heave to. And under very bad steering conditions—in a heavy quartering sea, for instance—you may steer a better course and save a lot of wear and tear on the gear by taking a trick at the wheel yourself.)

LARCHMONT RACE WEEK

(*Continued from page* 67)

On opening day, which was greeted by a vicious squall, 378 boats, ranging downward in size from Eight-Meter Class sloops to dinghies, sailed over two starting lines; small fry in the morning and everything from Lightnings on up in the afternoon.

That was the largest Larchmont fleet since the peak post-war year when 447 started on the last day of 1947's show. It is probable that the total starters for the week would have been up around 2500 instead of 1891 had the weather been anything like cooperative.

The first Sunday, for example, there were only 92 starters—the youngsters who raced in the morning. In the afternoon there wasn't enough wind to fill a golfer's cap so the rest of the fleet did not even start. The next day the situa-

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Available equipment includes electric refrigeration and electric stove, hot water, shower bath, dual controls, dining nook and many other features. You'll sleep 6 in perfect comfort and you'll be the most envied owner in the fleet.

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tion was reversed. The kids had nothing and the adults mustered 187 starters in the afternoon, 69 of which could not finish before the time limit. Thereafter there was not one single day on which every class was able to complete the course in a breeze that didn't shift at least once during the proceedings. Come the final Saturday, a soggy, heavy easterly blow resulted in cancellation of all racing except for half a dozen cruising boats of the handicap class.

Besides its weather, the week was interesting for other reasons. The Eights were racing as a class on Long Island Sound for the first time since well before the war. The Atlantics, which used to be so numerous that they started in two divisions, got back to something like their old stature by producing 30 contestants for the Founders' Cup. The new International 5.5 Meter Class Assn. of the United States held its first national championship. The Two-Tens raced for the Wells Bowl. The new Resolute Class of 26-foot sloops made its debut. Tommy Munnell, a Pequot boy, racing against 30 or more other Blue Jay skippers a day, was unbeaten in five races.

Dr. Britton Chance, Olympic Gold Medal winner with *Complex II* at Helsingfors in 1952, took the 5.5 title with the same boat. *Rush IV*, owned by Victor Sheronas and sailed by Ensign Andy Schoettle, USN, was runner-up. The one new boat in the fleet, the McNamara syndicate's *Quixotic*, found conditions too erratic to prove anything.

Harry Platt, of Cold Spring Harbor, L.I., sailed *Lantana* to victory in the Atlantics' special race. Only a third of the Atlantics remained for the full week and these were beaten by Cecil Merrifield's *Merrily* from Pequot, one of the new fiberglass hulls.

The vagaries of the weather and a predetermined course of action limiting the Wells Bowl to the first four days of Race Week despite the absence of visiting aspirants resulted in this major Two Ten prize being awarded on the results of only two races. Richard de Cew, of Larchmont, a newcomer to the ranks of racing skippers—he has been a first class bilgeboy for years—took it with *Rip*. The week's prize went to *Mag*, sailed by Francis (Sparky) Gibson, of American.

The Resolutes, recently arrived from Norway, made a good impression, performance-wise, and produced something of a surprise when Jim Moore, of Manhasset Bay, current home of the class, was beaten for first prize by *Owanna's* guest skipper, Steve Corkery, of Larchmont.

Last year, on the traditional midweek Junior Day, there was a record 228-boat fleet. This time the youngsters mustered 242 starters, no less than 105 of them in the Blue Jay Class which, unaccountably, was started on one gun, as were half that number of Lightnings.

Race week champions: International One-Designs — *Susan*, Emil Mosbacher, Beach Point Y.C.; Class S—*Celerity*, John H. Judge, Jr., Larchmont; Atlantics—*Merrily*, Cecil Merrifield, Pequot; 5.5 Meters—*Complex II*, Dr. Britton Chance, Philadelphia Corinthian; Handicap Class—*Patricia*, Arthur P. Davis, Beach Point; Larchmont Cruising Boats—*Coquina*, Vincent Monte-Sano, Larchmont; Eight-Meters—Tie between *Iskareen*, T. S. Clark, and *Cayuga*, N. H. Reiser, both of Sea Cliff; Two-Tens—*Mag*, Francis Gibson, American; Stars—*Cygnet*, Owen Torrey, Jr., American; Luders 16s—*Interlude*, Souther Whittelsey, Indian Harbor; Ravens—*Old Crow*, P. James Roosevelt, Seawanhaka Corinthian; Resolutes—*Owanna*, Steve Corkery, Larchmont; One-Tens, *Ditto*, Peter Beamish, Larchmont; Thistles—*Kelpie*, Henry J. Meyer, Tarrytown; Lightnings (championship)—*Zig-Zagger*, William S. Cox, Jr., Noroton; Lightnings (second div.) — *Gray Ghost*, Bizzy Monte-Sano, Larchmont; *Blue Jays (championship) — *Cato*, Thomas Munnell, Pequot; Blue Jays (second div.)—*Tinker Bell*, Joey Underwood, Indian Harbor; Penguins—*Flip*, Philip Aberman, Stuyvesant; *Comets—No. 2971, Richard Smalley, Riverton (N.J.); *Meteors — *We're Here*, Allan Watkins, Plandome; *Rhodes 18's — *Flamingo*, Richard and Winslow Case, Stamford; *Dutch Treats — *Pretty Penny*, Douglas Lockhart, Centerport; Tech Dinghies—*B.L.T.*, Lewis Hill, Huguenot; Celebrities — *Oriole*, Caldwell Buck.

Cullen Trophy for outstanding performance of week by adult skipper in class of ten or more: Emil Mosbacher, Jr., in International One-Designs. E.B.M.

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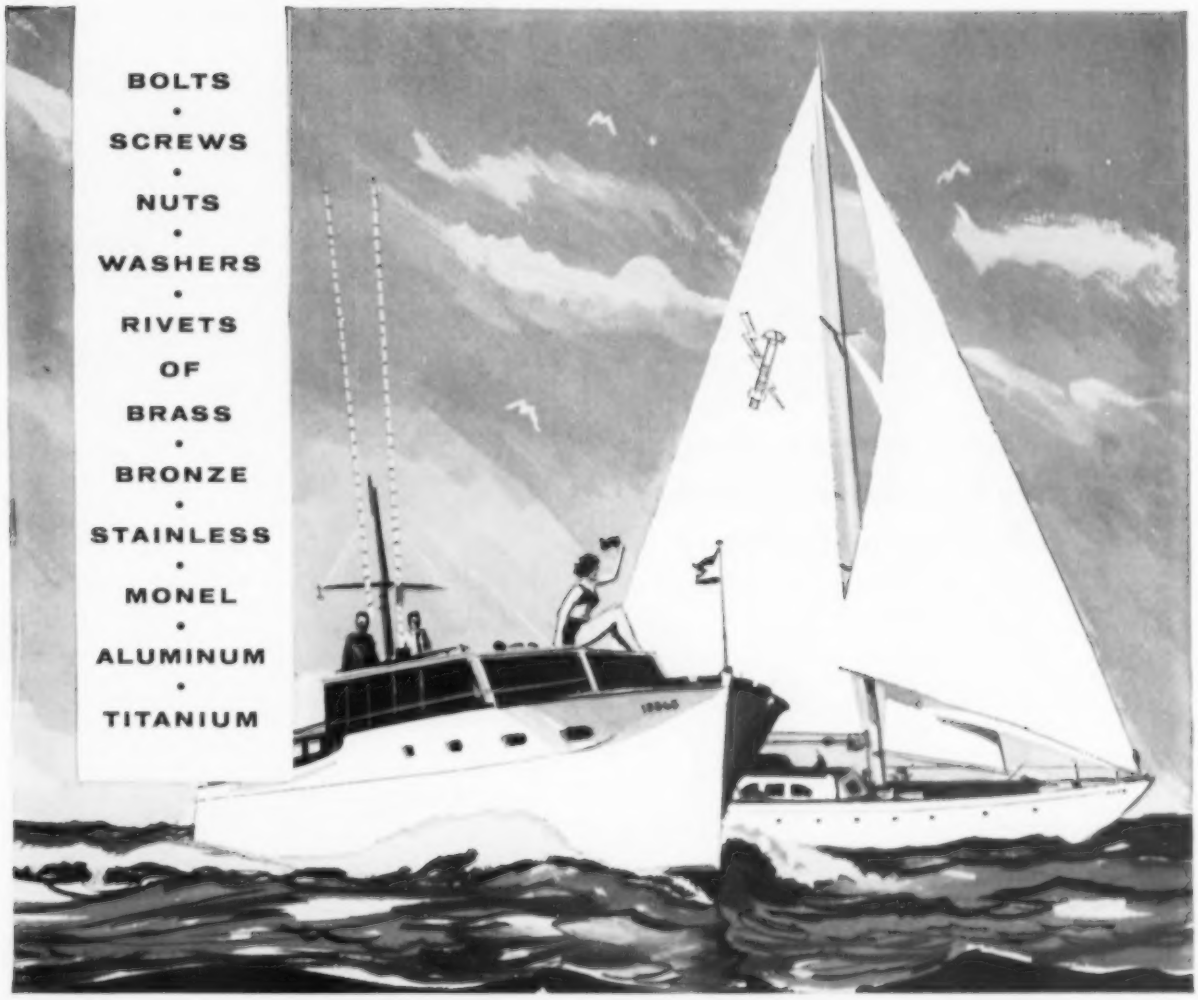

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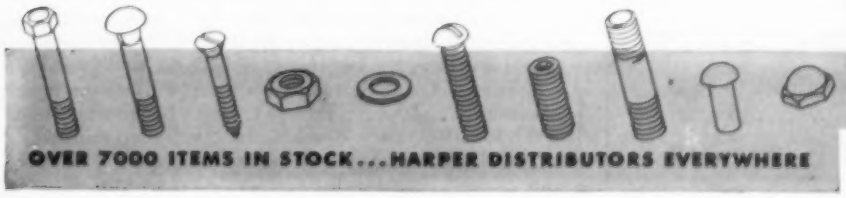

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5 reasons why leading boatbuilders are turning to Weldwood Duraply

Weldwood Duraply is a new kind of plywood. Its weatherproof, nonchecking "skin" of Crezon ends painting and finishing problems. Here are the five reasons why Duraply is fast becoming the big favorite of boatbuilders everywhere:

1 Duraply takes and holds paint better! Three coats on Duraply give approximately the same finish as four coats on ordinary plywood. Can eliminate filler or sealer coat. Eliminates most sanding.

2 Duraply is completely weatherproof! To prove it, a regular Duraply panel was steamed, baked and frozen for 28 hours. It came through unharmed!

3 Duraply will not blister! Crezon skin also greatly reduces grain rise and swelling.

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YACHTING'S WASHINGTON REPORT

(*Continued from page* **54**)

committee finishes its study for this year the answer may be found during its swing around the country, or from statistics being assembled by Coast Guard headquarters through the voluntary accident reporting system launched this summer by the C.G.A.

FOR the millions of inboard and outboard users of gasoline in the U.S. and Territories, the Treasury Department has this advice on the new one-cent-a-gallon federal tax which went into effect July 1. You will be able to apply for a rebate next July 1, with a three-month period (or up to September 30, 1957) allowed for filing. The rebate form goes to your district director of Internal Revenue, the fellow you normally send your Federal income tax to. You must keep a record of fuel purchases in the event the Internal Revenue Service seeks proof of your claim. Rebate forms are now being drawn up and will be made available in plenty of time for filing next summer. Meanwhile, legal experts are drafting regulations to implement the rebate procedure.

SOME bills of interest to boat owners that passed in the final days of the session:

Water Pollution Control Act, which provides $50 million a year for 10 years to help states and communities build sewage disposal plants and thus clear up river pollution. Commented the President on signing the bill: ". . . a serious and growing problem in the field of water resources and conservation."

Flood Insurance Act, which provides a federal program of insurance for real property loss or damage resulting from flood, including abnormally high tidal waters. When commercial insurance isn't available, individuals or yacht clubs would apply to the Federal Housing and Home Finance Agency for such insurance.

Weather Bureau appropriations for current fiscal year of $35,400,000 or $1,250,000 more than last year. Included are $900,000 for hurricane research begun last year. The Bureau later announced award of a contract to Raytheon Mfg. Co. for 39 new-type weather radars at a cost of $3,800,000.

CAPITAL Notes—Each member of Congress is now eligible for 100 free government charts instead of the previous 10. The increase in the number of charts thus distributed, said Secretary of Commerce Weeks, would be modest. . . . Congress also has voted $3,700,000 for a much-needed survey ship for the Coast and Geodetic Survey. . . . The U.S. has agreed to lower its tariff rates on foreign-built boats by about 5% a year over a three-year period, as a result of lengthy negotiations in Geneva. Tariff rates on small boats made in the U.S. also have been reduced 20% by Canada, and Italy has made even wider concessions in duties on certain American outboard motors.

PLANETARIUM OFFERS LECTURE SERIES

► A navigation course for present and prospective owners of small boats in the New York area is to be given this fall as part of the American Museum-Hayden Planetarium's program of adult courses in astronomy, navigation, and meteorology. It will consist of a series of ninety-minute lectures on Friday evenings beginning Oct. 5. Other Planetarium courses of interest to boating people are: "Introduction to Celestial Navigation," "Introduction to Meteorology," and "Star Identification." Nominal fees will be charged. A catalog of the courses may be obtained free from the American Museum-Hayden Planetarium, Central Park West at 81st St., New York 24, N.Y.

B.F.Goodrich

Charter boat owner says B. F. Goodrich rubber bearings "outlast others many times"

B. F. Goodrich rubber bearings eliminate shaft noise and vibration

B. F. Goodrich rubber bearings eliminate noisy, clattering propellor shafts common to hard surfaced bearings; make fishing and pleasure boating more fun. Captain Fred Ziemba of Brielle, N. J., shown above, knows the importance of quiet operation on a fishing boat, has his 40 ft. fishing party boat equipped with B. F. Goodrich Cutless rubber bearings. And he saves money because rubber bearings help keep his craft out of dry dock and in business!

Hard surface bearings give trouble when sand and grit get in and scar the surface; make it sloppy and noisy.

This doesn't happen to a B. F. Goodrich rubber bearing. When sand and grit work into a Cutless rubber bearing the particles are pressed down into the soft rubber bearing by the shaft. They are then rolled around by the turning action of the shaft to a water groove where they are harmlessly washed away.

B. F. Goodrich rubber bearings always stay clean, pass off harmful abrasive particles as soon as they enter the bearing. Cutless bearings also make your boat run quieter and smoother, rubber acts as a shock absorber to stifle noise and vibration before it has a chance to transmit through the boat.

Oil, grease and most chemicals will not effect B. F. Goodrich Cutless rubber bearings; can be used in any water.

Changing to Cutless rubber bearings is usually easy and inexpensive—in most cases it is simply a matter of removing the old bearing and installing a new B. F. Goodrich Cutless rubber bearing. For additional information, write *Lucian Q. Moffitt, Inc., Engineers and National Distributors, Akron 8, Ohio.*

Cutless bearings are made by B. F. Goodrich Industrial Products Company, Akron, Ohio.

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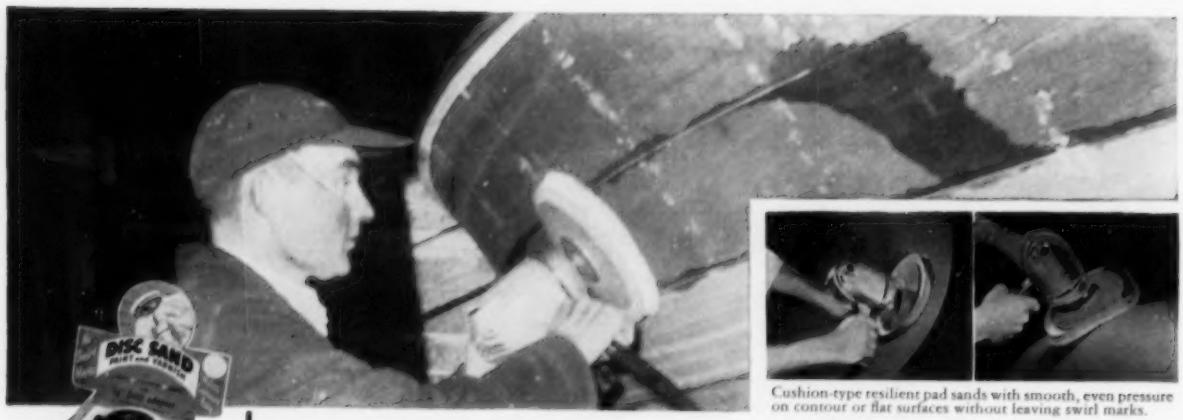

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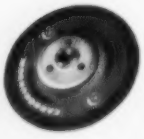

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THE PORT HURON-MACKINAC

(Continued from page 64)

Hilaria,
Hugh Schaddalee 51:11:10 52:52:23
Tamara, John Warnke 55:23:57 54:32:26
(4) *Ivanhoe*, Ray Engholm; (5) *Great Bear*, Art Sempliner; (6) *Red Head*, Gilbert Pingree; (7) *Trident*, Herbert Nigg. *Resolute*, Jack Finlayson, did not finish.

Racing Class

Pintail, Cliff Gray 56:25:34 56:05:34
(only entry)

Cruising B

Revelry, Norman Sarns 55:25:53 52:38:36
Vitesse II,
Pat Collins 55:33:55 52:58:33
Last Straw,
Dick Jeffery 55:54:43 53:10:58
(4) *Maxitrol*, Frank Kern; (5) *Copperhead*, Chas. Kotovic; (6) *Falcon* Clare Jacobs; (7) *Apache*, Toot Gmeiner; (8) *Tigress*, Frank White; (9) *Querida*, Sales-Grow; (10) *Kathmar II*, Dave Sloss; (11) *Siskiwit*, John Pierpont; (12) *Sailbad*, J. E. Finneran; (13) *Malabar VI*, Bob Neesley; (14) *Prev. Wind*, J. A. Hartman; (15) *Kadiac*, Ted Rippingille; (16) *Rambler*, Andy Langhammer; *Spindrift*, A. F. Wigle. *My Dream*, Ivan Quanstrom, did not finish.

Cruising C

Indigo, S. K. Wellman 57:47:39 51:31:20
Luxen, R. R. Luxford 57:20:11 51:43:26
Sesame,
George Sackett 57:22:52 51:54:50
(4) *Vashti*, John Detwiler; (5) *Meteor III*, Henry Burkard; (6) *Tiburon*, E. F. Emmons; (7) *Duchess*, D. Murray, Jr.; (8) *Syren*, Ken Kool; (9) *Bikini*, L. Eccelstone, Jr.; (10) *Interlude*, Roland Becker; (11) *Aquavit*, Charles L. Coe; (12) *Rainbow IV*, P. C. Williamson; (13) *South Pacific*, Topager-Turner; (14) *Neptune*, E. Pfalz. *Sky Lark*, Frank Johnson, and *Vagrant*, Paul Burkell, did not finish.

Cruising D

Glory Bea II,
Jim Carlin 58:53:06 51:33:43
Happi-Ness,
Maury De Clercq 59:17:12 51:54:35
Albacore,
Henry Dunlap 59:38:48 52:16:11
(4) *Balquihidder*, Harry Bremer; (5) *Margaret M.*, Gerd Schneider; (6) *Maybe II*, Chet Reynaud; (7) *Grace Note*, Kurt Keydel; (8) *Temptress*, Walter Kunow; (9) *Stardust*, Mel MacPetrie; (10) *Telemark*, Fred Runnells; (11) *Dauntless*, Tom Hanson; (12) *Old Rarity*, Susie Fisher; (13) *Diane*, Hugh Fuller; (14) *Lotus II*, Bob Zell; (15) *Viking*, W. L. Cooke; (16) *Jo-Dee*, Ray De Blaere; (17) *Endeavor*, Robert R. Rush; (18) *Challenge*, Bill McCurdy. *Blue Jean*, W. Barrows, did not finish.

THE CHICAGO-MACKINAC

(Continued from page 65)

II, W. J. Gillerain; (14) *Querida*, Grow-Sales; (15) *Happy Holiday*, Roman Brykowski; (16) *Nancy West*, C. Woodhouse.

Benjamin

Crew of Class C winner, "Marlin"

Class C

Marlin,
Bud Lowenstine 54:53:21 44:57:22
Luxen, R. R. Luxford 58:31:13 47:21:23
Barb, David Axelrod 64:30:12 54:17:15
(4) *Holiday*, A. F. Houston; (5) *Vanadis*, Payson-Mayhew; (6) *Damsel*, E. J. Both; (7) *Aramis*, North-Mensch; (8) *Bangalore Too*, Lumbard-Kinsey; (9) *Zyklon*, H. D. Von Jenef; (10) *Interlude*, Roland Becker; (11) *Kismet*, Don Franzese. No time on *Corvette*, Chas. A Phelps; *Raratonga*, W. D. Nansen; *Alisan*, S. A. Bell; *Angostura*, Walter W. Bitter.

Class D

Fleetwood, N. J. Geib 51:13:17 40:10:03
Meteor III,
Henry Burkard 55:15:53 44:05:10
Rangoon,
Stern-Silberman 61:14:30 48:42:11
(4) *Vanitie*, E. J. Lange; (5) *Lorelei*, Martin Nilson; (6) *Norther*, H. T. Ricketts; (7) *Saroya*, George Clemens; (8) *Petrel*, W. E. Sims; (9) *Jacelain III*, J. E. Sargeant; (10) *Sparkle*, Marsh Kissel; (11) *Blue Belle*, J. N. Field; (12) *Be Be Too*, J. E. Medendorp; (13) *Keewaydin*, E. H. Schultz, Jr.

AROUND THE OUTER ISLANDS

(Continued from page 57)

with following sea, and if the afternoon winds are not too strong, a swing around San Nicholas can be made the same day. The approach should be made down the windward shore of the island, keeping well offshore as the eastern tip is rounded, to avoid the shoal waters, which create an awesome and memorable spectacle.

Literally shaping San Nicholas into their own image, the seas that surge down both sides of the island have built a long sand spit at its eastern end, upon which the rollers meet again in an explosive mating that create a half-mile long finger of frothy breakers, sending spray aloft as they hiss and roar upon each other in what would otherwise be open ocean. It is a sight not readily forgotten.

Retracing a northwesterly course along the lee side of San Nicholas, one will find the only good unrestricted anchorage on the island. Unnamed on the chart, it is located by the buildings and toppled power poles of an erstwhile radio station that are plainly indicated on the chart. A cattle chute, now in decay, can be spotted from offshore and is indicated by a small line on the chart. Lt. Commander Stanley A. Wheeler, USNR, identifies a picture of this bay as "Corrall Harbor" but Sanger, who has anchored here dozens of times, insists that Corrall Harbor (also mentioned by Holder as "Coral Harbor") lies farther west. In any event, all agree that this harbor, marked by the cattle chute, is the best on the island.

To avoid the thick kelp, as much as possible, entrance should be made from the west. Heavy duty bow and stern anchors are recommended; the winds at San Nicholas vary from day to day but are never moderate. One oldtimer told me that the length of his visits to San Nicholas had always been determined by the winds. When his ground tackle began dragging, he left. The twice-daily radio weather reports give wind velocities at San Nicholas. My feeling is that when the report predicts that winds there will exceed 20 miles an hour I'd lay over where I was for another day before proceeding to San Nicholas. During the winter months, however, the island may frequently lie in a tranquil calm.

San Nicholas Island, like San Miguel, has yielded tons of Indian curios, but little if anything is left today. Possibly the lure of discovery was the impetus that accounted for the yachtsmen's greater interest in these islands 40 years ago!

San Clemente Island, the final objective of our outer island cruise is, at the nearest point, 42 miles southeast of San Nicholas. By comparison San Clemente is a paradise of mild breezes and comfortable anchorages. The proper approach, again, is to coast down the windward side. In moderate weather one might spend a night at Seal Cove, protected in four fathoms by a huge rock where the seals, from which the indentation is named, are very much in evidence.

The formerly-standard overnight stop on San Clemente was Pyramid Cove, on the southern end, but this is now shown as a "Danger Area," though not as a "Restricted Anchorage." Around on the leeward side of the island is Mosquito Cove. This refuge, often referred to as "the most picturesque on the island, is so slight an indentation that we missed it in broad daylight, although diligently looking for it. But there are many others. We were happy in three and three-quarter fathoms in the shelter of a slight promontory a mile and a quarter northwest of White Rock. Others prefer to anchor in the lee of the light, northwest of the Restricted Area surrounding Wilson Cove. Choose an anchorage to your liking. Fishing is usually good anywhere around San Clemente, and you may want to tarry there long enough to explore more than one of the many unrestricted anchorages around this island.

From San Clemente, one may hop directly back to the mainland, or may stop off to jostle with the crowds of

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Avalon, on Santa Catalina depending, I presume, on whether or not the two weeks' taste of exploration and isolation has conquered one's gregarious instincts.

For me, I'll wedge myself in the companionway of a sturdy power cruiser as the green water comes over the bow, listen to the gales whistle around the pilot house at night, and revel in the sun and seclusion of some "far off" harbor of the lesser-known islands.

Postscript

In 1955, I returned to San Miguel, Santa Rosa, Santa Cruz, and the Anacapa Islands, aboard *Flying Cloud* bent, particularly, on further cave discovery. This year we pursued an even more comfortable course to San Miguel than described previously and, for anyone who has the time, we highly recommend it.

We sailed from Newport Harbor, clinging to the lee of the mainland all the way to Point Conception, then early in the morning took off with following seas for Cuyler Harbor on San Miguel Island. We rounded Harris Point in a brisk wind at 10 a.m. with short, steep, choppy seas, and made a good anchorage in the west end of Cuyler. For three nights, the wind never blew less than an estimated 40 knots. The principal objectives of this cruise were the uncharted caves of Santa Cruz and Anacapa Islands. These caves, hitherto unknown to us and not shown on any of the geodetic charts, have recently been surveyed by the Santa Barbara Museum.

We were able to locate Yates Cave, which the museum says is the most interesting on the islands, and Sponge Cave, which to us was even more interesting. I have never talked to any yachtsmen who have been in either of these caves, though it is said that the cave bearing his name was discovered by Dr. Yates in 1890. Yates Cave is reached through the second opening west of the east end of the west Anacapa Island. It is 100 feet high and 200 feet across.

Sponge Cave is located by entering through a narrow crevice, wide enough only for a dinghy, but this cave extends 350 feet into the mountain, and the slight aperture which is its entrance generates the same type of iridescent blue light within that has caused so many world travelers to go to Capri to see the Blue Grotto. It is much shallower than Painted Cave, on Santa Cruz and, after a few minutes, when one's eyes get accustomed to the darkness, one can see white sponges growing on the bottom. Sponge Cave's main amphitheater is 75 feet wide and 30 feet high. No sea lions were encountered.

Since Sponge Cave's entrance is less than 200 feet west of the entrance to Lady's Harbor, here are combined the nicest power boat harbor on Santa Cruz Island and the most interesting cave.

Our last night at sea was spent in Paradise Cove, on the mainland, from which either Los Angeles or Newport Harbor can be comfortably reached on the final leg.

(Before setting out on a cruise of the Outer Islands, says the author, one should know the restrictions that apply to anchoring off, and landing on, them. Generally, landing privileges on all the islands are restricted, unless permission has first been obtained from the owners. As a further precaution, the latest charts of the islands should be carried, and any applicable "Notice to Mariners" should be obtained from the Coast Guard office, Times Building, Long Beach, Cal., immediately before departing. The owners of the several islands, to whom application for landing privileges should be made are: Santa Barbara Island, National Parks, San Francisco; Santa Cruz, Stanton Oil Co., 2780 St. Louis Ave., Long Beach, Cal.; Santa Rosa, Vail and Vickers Co., 5658 Wilshire Blvd., Los Angeles, Cal. San Nicholas, San Miguel, and San Clemente are Naval Reservations, contact: Commandant, Eleventh Naval District, San Diego, Cal.)

across.

"SHANTY I" WINS SEAFAIR RACE

(*Continued from page* 62)

took *Scooter* over the line some three seconds ahead of clock zero. *Hawaii Kai's* power plant refused to fire up. Taggart maintained his initial lead through the first lap which *Mo* turned at 108.87 m.p.h. Following the world record-holder came *Miss U.S.*, *Gale VI*, *Miss Seattle* and *Scooter*—the latter having an extra lap to run because of her starting infraction.

Positions remained unchanged through the second and third laps. Shortly after completing her second official go-around, *Scooter Too* threw a propeller blade through her bottom and madly gyrated to a halt outside the course. Despite yeoman efforts by the Coast Guardsmen, *Scooter* filled rapidly and sank in some 130 feet of water. Before the end of the regatta the Coast Guard, with the help of skin-divers, had the Kaiser entry on the surface and returned her to the pits.

Aside from the *Scooter* incident, the fleet maintained its relative positions from start to finish. *Slo-mo* was first to receive the checkered flag, followed by *Miss U.S.*, *Gale VI* and *Miss Seattle*. The winner's heat speed was 103.517.

The re-draw produced a third heat consisting of *Hawaii Kai*, *Miss U.S.*, *Tempest*, *Thriftway* and *Wahoo*. Howard Gidovlenko relinquished *Hawaii Kai's* driver's seat to team-mate Jack Regas for this contest. At the start, *Thriftway*, *Miss U.S.*, *Wahoo* and *Tempest* started within a second of each other as *Hawaii Kai* trailed over the line. On the first turn *Thriftway* went dead in the water, still plagued by her earlier carburetion troubles. *Hawaii Kai* sympathetically conked out on the second turn. Both, however, were restarted.

Finishing the first lap it was *Miss U.S.* on top at a speed of 110.66, trailed by *Tempest*, *Wahoo*, *Hawaii Kai* and *Thriftway*. On the third backstretch *Tempest* broke an oil line and drifted to a halt in the infield. *Hawaii Kai* started and stopped repeatedly, finally dropped out of contention.

The third heat thus returned only three finishers, with *Miss U.S.* taking top honors at a speed of 106.142 and *Wahoo* and *Thriftway* following in that order.

The fourth elimination heat brought together *Gale V*, *Gale VI*, *Miss Seattle*, *Shanty* and *Slo-mo*. In a closely-packed start, *Shanty* and *Gale VI* led over the line, but Taggart, moving *Slo-mo* on the outside at higher speed, jumped out ahead within a few yards. Finishing the first lap, Taggart was still in front with a speed of 108.87 for the round. Behind him came *Shanty* which Russ Schleeh seemed content to hold in second spot and save his craft for the finale. Norm Evans, substituting for Lin Ivey, held third in *Miss Seattle*, followed by Roy Duby who had taken over the wheel of *Gale VI*, and Cantrell in *Gale V*. This order was maintained to the finish line, although Duby fought valiantly to take over third position from Evans. *Mo's* winning speed was 104.257.

The four elimination heats had turned up the six highest point boats, involving two ties and threatening other ties at the end of the final contest. Elapsed time thus assumed great importance as the tie-breaking element. The qualifiers, their points and times were: *Slo-mo* (800) (34:39.2); *Shanty* (700) (34:44.2); *Miss U.S.* (700) (34:26.0); *Wahoo* (600) (34:36.9); *Gale VI* (394) (36:42.1) and *Miss Seattle* (394) (37:58.2). *Gale VI* was withdrawn because of gear trouble.

Shanty led *Miss U.S.* and *Slo-mo* at the start. In the first turn *Miss U.S.* and *Wahoo* dropped out, the latter subsequently restarting. On the second turn, *Mo* slowed almost to a stop, then resumed in a somewhat sickly fashion. Schleeh turned the first lap in *Shanty* at 116.36, leading *Miss Seattle*, *Slo-mo* and *Wahoo*.

These positions were maintained until the fourth backstretch when Taggart was able to nurse enough power from his Rolls engine to overhaul Norm Evans in *Miss Seattle*.

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Wahoo dropped by the wayside for good after three laps.

Schleeh continued a fast pace to the finish, despite the fact that he had more than made up his time disadvantage from Taggart. *Shanty's* 109.934 record was set in this heat. *Slo-mo IV* followed along to garner the second-place $8,000 for owner Sayres. The only other finisher, and recipient of $6,000 "show" money was *Miss Seattle*.

Shanty and *Slo-mo* were tied in final point standing for the Seafair Trophy and the National Championship. Both awards went to the Waggoner entry by virtue of her total elapsed time being more than a minute less than *Slo-mo's*.

UNDER THE LEE OF THE LONGBOAT

(*Continued from page* 48)

point given up as hopeless by the Cruising Club more than 20 years ago. At that time I ventured to predict that the race would start in flat calm and that if it did it would kill the Annapolis Race deader than a mackerel. It did start with the current carrying some of the competitors over the line before the gun—but I haven't yet heard whether next year's Annapolis Race is dead or alive. . . . As to the cryptic reference to the fairway buoy in the lower Chesapeake, a former commodore of the New York Yacht Club protested a Cuban entry for passing the wrong side of that buoy although the Cuban had not received from the Race Committee the instructions which specified that it should not be passed on that side. It's a wonder to me that the Spanish-speaking peoples should continue to be interested in racing against us.

I received an indignant letter from E. W. Smith, Jr., of Philadelphia, who generally avoids reading this column because of his dislike to my frequent references to nautical errors in the daily press. He said, and although I blush I quote: "I find your column written in a trite, outlandish jargon apparently designed to appeal to the large number of midwestern, western and eastern business men who have only just—now that the Republicans are back—learned how to head up when the breeze on their ears becomes a little stronger." Harsh words to address to a man who has innocently assumed that nobody can afford to be a yachtsman and a businessman at the same time. But Mr. Smith justifies his manner of speech by pointing out that in a recent issue I rerigged the Coast Guard's bark *Eagle* as a barkentine. It was in the May column that I inadvertently converted the *Eagle* to barkentine rig, but it's only fair to myself to say that I averaged out by calling her a bark last January.

Well, as Mr. Smith also wrote, without referring specifically to me, even the best of us make errors, and now (as I fear) that he has canceled his subscription, I trust the rest of you will be amused by mistakes that more indulgent readers have brought to my attention. The first, from E. D. Wines, of Detroit, is a quotation from one of my old favorites, the "Free Press," which says that the sloop *Last Straw*, a place-taker in the recent Chicago-Mackinac Race, raised her freeboard by removing her toe rail. Next we have a half page reproduction of a painting in "Collier's," sent me by Fred Rogers, of Brooklyn, showing an open motor boat scooting at high speed with no visible means of propulsion and not room enough under the short fore deck for a motor to drive her at that speed. Fred thinks she's probably the first atomic-powered sea skiff. Here's something from something called "Saga," sent me by Richard E. Ponshook, of Seattle, showing a prize-winning photograph of a schooner which is identified as a sloop. We have also part of a quiz in "Look," mailed in by Rem Myers, of Lloyd Neck, illustrating a sloop under main and spinnaker and asking its gullible readers to guess whether the "billowing sail used in racing is called a (a) mainsail, (b) foresail, (c) balloon sail, or (d) mizzen sail." I give up and rate both Rem and me

lower than normal in the "Look" intelligence percentile. Then, do you remember the type-setter in the "Herald Tribune" who made Ev Morris say that *Finisterre* was following the thumb line to Havana? Well, bless my soul if somebody else didn't make John Rendel say in "The Times" that the same boat followed the thumb line to Bermuda. My guess is that the Prohibitionists are planting in all the big dailies teetotalers who dislike rum so much that they won't even spell it the way the yachting reporters want them to. Finally, in reporting the theft and recovery of Harrison D. Horblit's *Suluan* and the tender of Carl Hovgard's *Circe* the Bridgeport "Telegram" said that "Another phase of yesterday's investigation was the FBI's fingerprinting of the small boat." This undoubtedly refers to a secret thief-catching technique employed with boats too small to have hands.

All is not by any means gilt that glitters in the daily press. The San Francisco "Chronicle" has a gold mine in the person of George Draper who wrote recently a delightful yarn about *Lehi III*, a catamaran that has been fitted out by Cap'n Ed Torrey and is about to start with her owner, another man and a black and white cat on a long drift toward Hawaii. The "Chronicle" previously reported the ill-fated rafts *Lehi II* and *Lehi* which last year and the year before drifted from San Francisco to nowhere that I can call to mind at the moment, and expressed the editorial wish that if there was to be a *Lehi III* she would start drifting from some city farther down the coast. I took this statement to be an offhand shot in the time-honored war between San Francisco and Los Angeles. Well, George Draper writes most amusingly about *Lehi III* which, despite the "Chronicle's" pious hope, will drift out of San Francisco, and describes some of her startling features. For example, there's a space between her twin hulls which, Cap'n Ed says, will admit water at the front end, compress it, and shoot it out back, venturi-like, and thus assist the currents in propelling the craft to Hawaii. For another example, the cat is an essential member of the crew which will be left aboard if for any unlikely reason the folks have to abandon ship. Representatives of humane societies which fire at deer inoffensively adrift on ice floes in the Columbia River should take note of that. The idea is that the cat will keep salvagers from claiming the wreck. So it goes. The captain, an old sea dog if ever there was one, though kinder fat in his photograph, has thought of taking along a Geiger counter to make sure that none of the fish he and the cat eat while drifting has been contaminated by H-bomb explosions in the far Pacific. By the time this appears in print the *Lehi III* may be well along toward her rescue by the Coast Guard, and I hope that Bill Getz, who sends me the clippings from the "Chronicle," will also let me know what Draper has to say of that.

It's getting so that it's more dangerous to return from ocean races than to take part in them. I refer to the fire aboard the *Minot's Light* which caused owner Clarence Warden, Jr., to jump overboard while sailing home from Bermuda and to the sinking of the 103-ton ketch *Moyana* in an English Channel gale after winning the Tall Ships race from Torbay to Lisbon. Thanks to the gallant efforts of Ike Manchester and the crew of *Minot's Light*, Warden was brought aboard and the proper medical steps were taken to preserve his life. The British ship *Clan McLeod* stood by and saved all 23 of the crew of the *Moyana*. The Bermuda racer *Varuna*, owned by A. Heaton Robertson, II, of Old Greenwich, Conn., figured in an earlier rescue when on approaching home in Long Island Sound, cries were heard and she saved the lives of five hapless outboarders who had been clinging all night to the bottom of their overturned boat.

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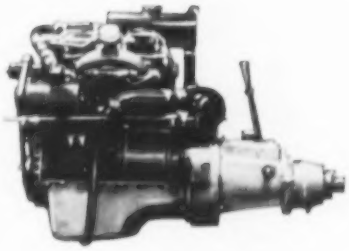

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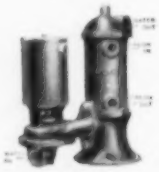
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► On Saturday, June 16, at 1300, five yachts crossed the line in Los Angeles harbor to start the 1956 race to Papeete, Tahiti, 3570 sea miles away. *Novia Del Mar*, an 89′ ketch owned by John Scripps, of San Diego, was scratch boat. The others were *Viveka*, 73′ schooner, Bob Fraser, of San Francisco; *Celebes*, 70′ ketch, Jack Heddon, San Francisco; *Quest*, 64′ yawl, Harold Francis Murphy; and *Jada*, 56′ yawl, owned by George Sturgess and sailed by his son Bill.

Aboard *Quest*, we squeezed past the buoy at the leeward end of the line stem-to-stem with *Celebes*, then raced *Jada* across the channel to Catalina. At 2000 hours we streamed the log and took departure from the west end of Catalina—with Papeete now only 3549 miles away.

As a member of the afterguard on *Quest* was Patrick Walsh, an engineer with the Columbia Broadcasting System, who had installed all manner of radio gear, and thus *Quest* became monitoring vessel of the fleet. Daily radio reports kept us informed of the progress of all—although *Celebes* was out of contact during the last eight days of the race.

The second day at sea was one of maddening calm, with sails slatting and the boat rolling heavily in the long, glassy swells. Radio reports from others in the fleet told of the same conditions—the only consolation in our discomfort. It was late before the wind came and we were able to draw away from the coast.

On June 18 we sighted *Novia Del Mar*, and kept her in sight for eleven hours. Five days later we sighted her again, this time after dark and we watched her stern light bearing away toward the southwest, while we sailed a more southerly course.

Radio reports at the end of the 12th day showed the fleet pretty well bunched, with the exception of *Viveka*, which somehow did not find conditions to her liking. For several days we skimmed along in ideal tropical weather—with fluffy white clouds riding in a sky of robin's egg blue, and schools of flying fish showing us the way. Approaching the doldrum belt, we learned that the relative positions of the boats remained unchanged. *Jada* was leading, followed by *Novia*, *Quest*, and *Celebes* closely bunched, and *Viveka* trailing.

On June 28 we entered the doldrums, and there followed a period of alternate slatting about in huge, oily seas and beating against light westerlies. Finally we picked up a southeast breeze, and for three days we moved southward in freshening breezes with our lee rail buried. During this time *Novia* reported a day's run of better than 253 miles, while we made 233 miles—the best that either boat had ever done.

On July first we crossed the equator, and on the sixth we sighted the pass between Rangiroa and Tikahua, two of the most western islands of the Touamotu Archipelago. This is the "low archipelago," a dangerous place to come on at night. When Pat Walsh conducted his noon roll call we learned that *Jada* was only 40 miles ahead of us and *Novia* about 100 miles ahead of her. *Viveka* had been caught in the doldrums and was still fighting soft winds near the equator.

At noon July 7 we heard that *Novia* had crossed the finish line, making the passage from Los Angeles in 20 days, 23 hours. *Jada* finished two hours, 48 minutes, 52 seconds later, easily saving her time and winning the race.

We in *Quest* finished just before 2300 that night, 21 days, 9 hours, 50 minutes from the start. *Celebes* finished on Monday morning, the 9th, and *Viveka* on Thursday, July 12.

Corrected times gave *Jada* first place, *Quest* second, and *Novia Del Mar* third. Prizes were awarded by the Governor of French Oceania at a ceremony arranged by the Tahiti Y.C.

From every point of view the race was a success. Too much cannot be said in praise of the several committees that worked to bring this about. Fritz Overton and Dick Terkel of the Transpacific Y.C. headed the group that or-

ganized the start; the Tahiti Y.C. arranged the welcome that greeted the crews after their grueling weeks at sea.

All credit, too, is due Bill Sturgess and his youthful crew of *Jada*. They sailed a canny race, made no mistakes, and drove their ship hard.

HAROLD F. MURPHY

FLYING DUTCHMAN TITLE GOES TO SINDLE

► Harry Sindle of the host Lavallette (N.J.) Y.C. successfully defended his North American Flying Dutchman Championship over 16 other boats on Barnegat Bay July 28-29. There were four races, with one drop permitted, in what was not real Dutchman weather as the wind was moderate and fluky northwest. Trapezes were used by the crews part of the time, but there was not as much planing weather as the skippers would have liked.

Sindle took a second and three firsts, with Ernie Dean as crew, but it took quick spinnaker work and two jibes in the last 200 feet of the finale to skin out of a three-boat fight. George Watkins of Palm Beach, Fla., with Jim Van Voast as crew, had two thirds and a first in his best three races for second place, one point ahead of Jack Fordyce, and his crew Bill Heinz of Washington, D.C.

BILL ROBINSON

BUZZARDS BAY BOWL TO CANADA

► William Dawson's *Rhubarb*, representing Montreal's Royal St. Lawrence Y.C., won the Buzzards Bay Bowl for the International 14-Footers, held under the auspices of the Beverly Y.C. of Marion, Mass., July 28-29. *Rhubarb* replaces another Royal St. Lawrence craft, Roger Hewson's *Uller*, as the holder of this trophy. A fleet of 24 boats, representing sailing centers from the Chesapeake to the St. Lawrence and westward to Lake Ontario, competed.

The victor scored two firsts, a fifth, and an eighth in capturing the Bowl, with George B. Moffett, Jr's *Methuselah*, from New Brunswick, N.J., second.

Saturday's racing was in a moderate southwesterly and *Rhubarb* won the opener by ten seconds from Charles Shumway's *Kyrie* of Rochester, as *Uller* finished third and *Bacalao* fourth. American skippers dominated the second race, with O'Day scoring a one-second win with *Bacalao* over John Carter's *Old Ironsides*, which gave *Bacalao* 45¾ points to 44¼ for Dawson's *Rhubarb*.

Bacalao tumbled out of serious contention in the third race, Sunday morning, when caught under the Converse Point shore seeking a normal Buzzards Bay southwester, while *Rhubarb* picked up a fine southeaster to win by more than two minutes from Arthur Besse's *Tally Ho*. *Bacalao* finished 15th and *Uller* ninth. The final race went to Stewart Walker's *Joyeuse* by eight seconds over George Moffett's *Methuselah*. The final scores of the leaders were: *Rhubarb*, Dawson, 89½; *Methuselah*, Moffett, 82; *Bacalao*, O'Day, 80¾; *Cochonvert*, John Fisher, 80; *Uller*, Hewson, 79; *Tally Ho*, Arthur Besse, and *Old Ironsides*, John Carter, 76 each; *Joyeuse*, Walker, 75¼; *Creep*, Peter Pangman, 70; *Mischief*, Richard Besse, 63; *Sleeper*, Thomas Marsten, 62; *Andiamo*, Mark Coholen, 60.

LEONARD M. FOWLE

ANOTHER RACE TO SPAIN

► June 16, 1957, has been tentatively set as the date, and Newport, R.I., as the place of the start of a race to Spain, with the New York Y.C. officiating at the start and the Real Club Maritimo of Santander at the finish. The suggestion for such a race originated with Spanish yachtsmen, and was conveyed to the New York Y.C. through the Spanish Embassy, although another trans-Atlantic race, from Havana, Cuba, to San Sebastian, Spain, was already on the schedule for 1957. (YACHTING, July, '56, p. 88.) A New York Y.C. committee to consider arrangements for the proposed race is headed by G. W. Blunt White, chairman of that club's committee which ran the race to Sweden in 1955.

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BEETLE CAT CHAMPIONSHIPS

► On July 22, Charlie Clark and Nancy McLean, representing Angelica Y.C. of Mattapoisett, Mass., took time out from battling each other to team up and take the New England Beetle Cat Boat Assn's senior championships—over New Bedford's entry John O'Toole and Leo Telesmanick—63½ to 61¼—thus breaking the three-year reign of the host club, Edgewood (R.I.). Jack Durant, representing Wild Harbor Y.C. of Falmouth, Mass., finished third with 59½ points.

In the seventh and last race—the finish line being 600 yards away and the title within their grasp—New Bedford literally died when wind hunting became their object, and not covering the rest of the fleet seemingly lost in the ruck. For it was out of this group that Angelica, four boats astern of New Bedford, finally finished four boats ahead in seventh spot—while the latter took eleventh place and saw their title chance disappear.

If a calculated risk cost New Bedford the series and championships, it is not so in the case of the East Greenwich, R.I. entry who made two costly mistakes. One was getting caught on a port tack in the first race—for which they finished third, but withdrew, getting a goose egg. In the fifth race the committee convinced them that Wild Harbor's protest against them was legitimate—and even the best can't survive two goose eggs, as they found out, finishing in a tie for eighth place.

John Andersen, of the Duxbury, Mass. club finished fourth with 54 points. Other finishers were Charles Plumb, Jr., Edgewood, 52; Charles Gladding, Barrington, R.I., 51; Emily Leland, Falmouth, Mass., 49; Dick Krolicki, East Greenwich and Paul Henson, Jr. of the Nanequoit Sailing Asso., of Orleans, Mass., tied with 49; Charles McGowan, Mattapoisett, Mass., 47½; Frederick Chase, Jr., Sakonnet, R.I., 41; Jeanette Barnes, Cataumet, Mass., 31; Barbara Sears, Point Independence of Onset, Mass., 30¼ points.

DR. TERRELL E. COBB

GALE SWEEPS BRITISH RACE

► A gale in which gusts up to 90 m.p.h. were reported, on July 29, "scattered an ocean racing fleet in a fashion hitherto unaparallelled in ocean racing," according to our British contemporary "Yachts and Yachting." The race was the 23rd Channel Race, a fixture which attracted 22 sail of the cream of the British ocean racing fleet.

With the round-up of contestants still not complete, it was reported that *Bloodhound* had dragged ashore but later was pulled off; that *Tilly Twin* was aground; that *Uomie's* crew had been taken off and the boat abandoned; and that *Right Royal* was dismasted and in trouble. *Lutine* was the only starter that had finished at the time of the report, and *Maid of Malham, Griffin, Fair Judgment II, Ben's Choice, Pegasus Rondinella, Annasona, Huahine,* and *Fizzlet* had put into various ports along the English Channel. Several others were still at sea, some reported and others not.

This was the same gale in which the big ketch *Moyana,* homeward bound for Southampton after winning the "Tall Ships" Race from Torbay to Lisbon, was abandoned 30 miles off Lizard Point, in Cornwall, all hands being taken off safely by a steamer.

TEXAS RACE IS ROUGH

► Thirteen starters and only nine finishers tells the story of the 175-mile Galveston-Corpus Christi, Tex., race which was won by *Whispering Wind* (ex-*Larry,* of Miami), sailed by Comm. Norman Holmes, of Corpus Christi Y.C. Sailing close-hauled in 25-30 miles of air which blew out her large genoa, *Whispering Wind* took the lead soon after the start and stayed there although hotly pursued by *Ragamuffin,* sailed by Dr. Walter Lipscomb, of Houston, who gave up the chase when her genoa ripped. Second went to *Charon,* under the hands of John Pitcairn, and third to *Sinsonte,* sailed by Comm. Carrol Blanchard of Galveston Bay Cruising Assn.

JACK SWANSON

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MARBLEHEAD RACE WEEK

(*Continued from page 66*)

Little Flicka by 12½ points. The Marblehead Syndicate's *Quixotic* was disappointing at first, but after changes to her rudder, sails, and ballast were made under designer Ray Hunt's direction, she did win one race.

Among many features in the various class struggles was the triumph of perseverance in the Town Class's New England championship. Edward Lynch, 59-year-old Marblehead postman, had raced in this class since the mid-Thirties but major honors had eluded him until July 28, 1956. On that day his *Buddy* went into the last race tied on points with *Avant* and *Hot Rum*, and led the fleet home in a hard breeze, to take the class title.

The point leaders in classes where trophies or championships covering the full week's racing exist, or where competition was especially interesting, follow. Figures in parentheses denote number of contestants.

U.S. One-Designs, Lipton Trophy (10): *White Cap* 64¾; *Goose* 63¾; *Leenane* 49.
Internationals, Cleghorn Tr. (9): *Saga* 55¾; *Kungsornen* 52¾; *Blond Squaw* 46¾.
5.5 Meters, C. F. Adams Tr. (4): *Rush IV* 33½; *Little Flicka* 21; *La Chris* 18.
Two-Tens, N.E. Championship, Hutchinson Tr. (12): *Hardalee* 45¾; *Challenge* and *Swifty* 35¾ each.
Two-Tens, Div. 2, Cornelius Wood Tr. (14): *Crocodile* 38¾; *Breeze* 37¾; *Gitana* 35.
Indians, Chamberlain Tr. (10): *Thunderbird* 54¾; *Winona II* 51¾; *War Dance* 45¾.
Jolly Boats, N.E. Chshp. (10): *Onager* 36¾; *Bacalao* 35¾; *Star Fire* 26.
Thistles, Marblehead Chal. Tr. (15): *Jacsubil* 73½; *Wee Hauf* 73¾; *Calluna* 68¾.
Thistles, N.E. Chshp. (14): *Jacsubil* 33¼; *Wee Hauf* 31; *Kelpie* 29¾.
One-Tens, N.E. Chshp., Emery Tr. (25): *Jester* 102¾; *Black Cow* 97¾; *Oh No!* 94.
Hustlers, President's Tr. (13): *Houri* 70; *Bar Fly* 68¾; *Hunter* 65¾.
Lightnings, Larson Tr. (44): *Teaser* 258¾; *Six Bits* 237¾; *Skoot* 233¾.
Firefly Class, N.E. Chshp., Transom Tr. (26): *Glee* 104; *Pillier de Bar* 93¾; *Havoc III* 92¾.
Comets, Reynolds Tr. (4): *Stormy* 33¾; *Baby* 24¾.
Town Class, N.E. Chshp., Campbell Tr. (23): *Buddy* 71¾; *Avant* 69; *Pal* 67.
Snipes, N.E. Chshp., Simonds Tr. (15): *No. 9310* (Jackson Cummings) 85¾; *High Satiety* 68; *Allegro* 62.
Turnabouts, N.E. Junior Chshp., Whipple Tr. (28): *Sea Saw* 94; *Foyboy* 93¾; *Lucie Lee* 88.

The winners of the three-race series trophies of the Eastern and Corinthian Y.Cs and the single Boston Y.C. and Pleon Y.C. races:

CLASS	EASTERN	CORINTHIAN	BOSTON	PLEON
U.S. One-Designs	*Whitecap*	*Goose*	*Doxy*	—
Internationals	*Guinivere*	*Saga*	*Pompano*	—
5.5-Meters	*Rush IV*	*Rush IV*	*Rush IV*	—
Ravens	*Andico*	*Andico*	*Andico*	—
Two-Tens,				
Div. 1	*Beanie*	*Hardalee*	*Challenge*	*Snooky*
Div. 2	*Hardalee*	*Crocodile*	*Breeze*	—
Indian Class	*Thunderbird*	*Thunderbird*	*Winona*	—
Jolly Boats	*Bacalao*	*Onager*	*Bacalao*	*Jovial*
Thistles	*Wee Hauf*	*Jacsubil VI*	*Champagne Taste*	*Danjo*
One-Tens,				*Black Cow*
Div. 1	*Oh No!*	*Jester*	*Jester*	*II*
Div. 2	*Black Cow II*	*Adios*	*Close Shave II*	—
Yankee Dories	*Sea Hoss*	*Rokefo*	*Rokefo*	*Rokefo*
Hustlers	*Bar Fly*	*Bar Fly* } Tie *Houri*	*Feather*	*Bola II*
Fireflys	*Glee*	*Bo-Diddly*	*Old Eli*	*Blue Mist*

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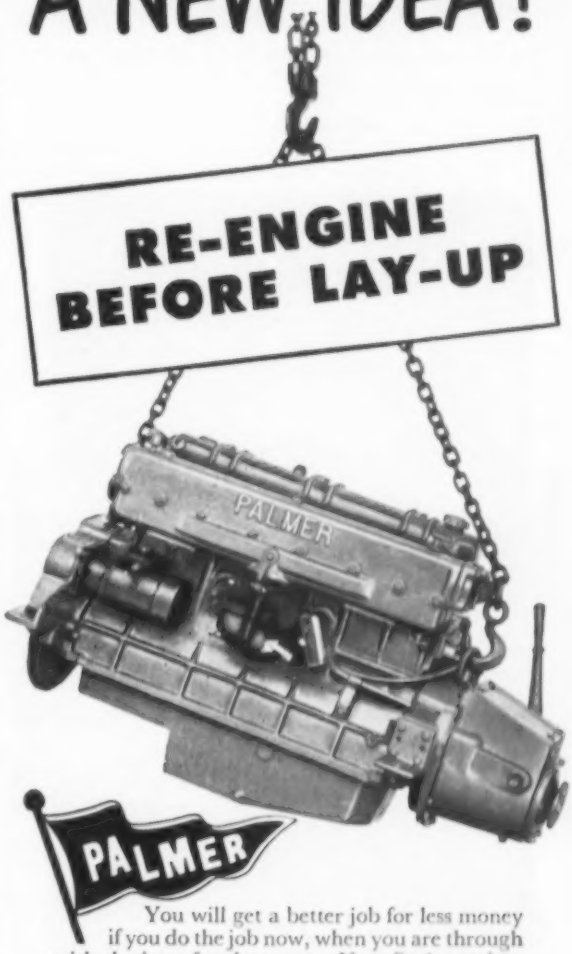

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MODEL IH 264—125 H.P. at 3400 R.P.M.	970
MODEL IH 308—145 H.P. at 3400 R.P.M.	1,165
MODEL PH 339—145 H.P. at 3200 R.P.M.	1,425
MODEL PH 404—165 H.P. at 3200 R.P.M.	2,035

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Town Class,				
Div. 1	*Scodi*	*Buddy*	*Scodi*	*Hi-Buoy*
Div. 2	*Blue Belle*	*Hacker*	*No. 19*	—
Herreshoffs	*Blue Plover*	*Blue Plover*	*Thistle*	*Rambler*
Comets	*Stormy*	*Stormy*	*Stormy*	*Red-West*
Snipes	*No. 9310*	*Aquila*	*Rebel*	*Allegro*
Fish Catboats	*Sea Mink* } tie *Puff II*	*Puff II*	*Puff II*	*Puff II*
Brutal Beasts	*Zatso*	*Zatso*	*Spouter*	*Zatso*
Turnabouts,				
Div. 1	*Hi Ho*	*Stymie*	*Saw Sea*	*Rogue*
Div. 2	*Light Brigade*	*Midget*	*Carousel*	*Blazer*
Snowbirds	*Half Pint*	*Sujac*	*Half Pint*	—
Penguins	*Donsubarb*	*Tig Hai*	*Rex*	—
Highlanders	*Hi-Lander*	*Ribrock*	*Hi-Lander*	*Blue Belle*
Bluejays	*Vanitie*	*Vigilant*	*Valkyrie*	*Vanitie*
Bluenose	—	*Puffin*	*No. 31*	—
Vineyard				
Interclubs	*Carousel*	—	*Carousel*	—
Cruising Class	*Jacques Coeur*	—	*Jacques Coeur*	—

LEONARD M. FOWLE

CRUISER CONTEST IN THE NORTHWEST

(*Continued from page 86*)

fog and ocean swells in Queen Charlotte Sound added to the pilots' problems, as did a profusion of gill-netters operating on the course to Bella Bella. Conditions were good on the next two days' runs, to Butedale and Prince Rupert, but rain and wind developed as they neared the latter port.

Gale warnings and a 40-mile wind caused five of the six boats to put back into Prince Rupert on the sixth morning, but Dr. F. R. Van Gilder in the 38-foot *Diana Van*, from Olympia Y.C., roughed it out and made Ketchikan within 3½ minutes of his predicted time, with no worse damage than the galley stove going adrift. *Play Buoy*, Ernie Harding, and *Mickey Fritz*, Bob Fakler, turned back from Prince Rupert. *Paramour*, Phil Butler's 48-foot diesel cruiser from Seattle, *Puget Pride*, Bob Wilson's 52-footer from Queen City Y.C. and *Chiane II*, Doug Gerow, a 40-footer from Portland, skipped Ketchikan and ran through to Fanshaw on the eighth day, making rather poor scores as the currents failed to perform according to the book. *Diana Van* spent some time on a mud bank and later had to return to Ketchikan for engine repairs, but caught up with the fleet that night.

The final day's run, to the finish near Juneau, was made in fine weather, the only unexpected obstacles being a few icebergs drifting down Stephens Passage. The percentages of deviation in actual running times from the predicted logs were figured after arrival in Juneau, and the Baranoff Trophy, for first place, went to Phil Butler, of *Paramour*, with an error of only 3.31% for the long cruise in tricky waters. Second was *Diana Van* with 3.94%, third *Puget Pride* with 4.17% and fourth *Chiane II* with 5.01%.

FRANK MORRIS

FOX WINS BANTAMS

► Bob Fox of the Jolly Roger S.C. of Toledo, won the Bantam class national championships at Toledo Aug. 11-12 in a four-race series on Maumee Bay. Dave Doncoes and Walter Jaworski, both local sailors, were second and third, respectively. Stanley Kelly, also of Jolly Roger S.C. and defending champion, was fourth, John Greiner fifth and Don Melcor sixth. The best showing by an out-of-town skipper was by Paul Berry of the Crystal Lake S. A. of Monroe, O., who placed seventh with Tom Ellis from St. Petersburg, Fla., eighth. There were 18 entries in the series, sailed mostly in light and fluky airs. JOHN G. ROBINSON

CUBICCIOTTI WINS PILOTING CONTEST

► Stamford Y.C's fourth annual Doolittle Trophy contest was captured by Rudolph Cubicciotti in *Junebug* with a score of 1.19 percent difference between actual and predicted elapsed times. Second place in this 58-mile event in Western Long Island Sound went to Elias A. Kalil in *Irene K IV* with 1.23; third to Lyon McCandless in *Vauntie* with 2.32.

In Eastern Cruiser Assn. history, this was the first time that a contest has been postponed for a day because of bad weather. For the navigators who had worked out their predictions, the day's delay was complicated further by the advanced finish time of two hours. This meant that all predictions had to be refigured.

Under the circumstances some skippers might have been expected to drop out, but this did not happen. Race chairman H. K. Intemann reports that all of the 20 contestants who turned in predicted logs at the original scheduled time returned with revised predictions and were ready to start.

M. L. Hersey

CANADIAN Y FLYERS

► Canada's Y Nationals were held this year and for the first time at Woodlands Y.C. on the south shore of Lake St. Louis some 20 miles west of Montreal. The club offered good facilities and a tricky course in behind a row of islands and reed beds. A record registration, 49 boats, gladdened the hearts of the executives and 47 of them raced. The weather was variable, with race number one running at about 12 knots, race two smashing up the fleet with winds up to 50 miles an hour, races three and four in light and shifty winds.

The fleet was divided into the Red and Gold groups which helped in the starting and made for additional keenness. Winners were: Y Champion Hugh Carmichael of Deep River, an old hand at taking championships, and in second place Harry Jones. The Greenock Trophy for the fastest time around the course went to Harry Jones and Hugh took the Wee Bonnie for best out-of-town boat. Strangely enough Hugh did not win a race. Race winners were Pierre Desjardins twice, Harry Jones and Teddy Gold.

In the Red Fleet a new sailor, Roy Bond, won the new Claude Hill Memorial Trophy presented by the Association in memory of one of the founders of the class. Runner-up was A. Cruikshank of Deep River who was also winner of the out-of-town boat in his division. John Garbutt was the fastest boat for any race. Race winners again did not include the Red Champion. They were: John Garbutt twice, B. Johnston of Brockville and J. Smith of the host club.

A. H. Thomson

GREAT LAKES DINGHY CHAMPIONSHIPS

► Rochester Y.C. dinghy sailors are hoping to make the G.L.D.C. an annual affair at their club, after their second running of the event July 14-15. It was voted successful by the 25 skippers even though Saturday's races were blown out because of winds ranging from 30 to 50 m.p.h. in the gusts, so the series was decided by three races on Sunday. Bud Whittaker, Royal Canadian Y.C. won the first race on Sunday but suffered a broken spar in the second. Charlie Shumway, Rochester Y.C., broke a rudder pin just before the first race but, tailing off his father's schooner, *Skookum III*, was able to repair it to win the second and third races. Two firsts however, can't make up for a no-score race. Paul Henderson, R.C.Y.C. with a fourth, second and third, won the series. Skip Lenox, who crewed for Henderson, last year, won the N.A. Sears championship for junior sailors, in which John Strebig and Doug Hall, both R.C.Y.C., finished second and third. Al Jones, Rochester, won the cup for one-design boats and Ron Izon, R.C.Y.C., the trophy for best performance in L.S.S.A. type boat.

Helen M. Marth

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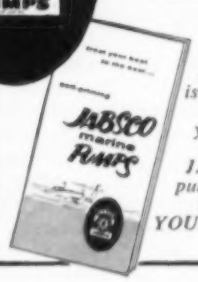

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THE S.C.Y.A. REGATTA

(*Continued from page* 73)

this local event, but A. B. Smith in *Mischief* took all three firsts. Another clean sweep winner, to no one's surprise, was the veteran Dick Russell in his National One-Design *Rustler*.

Among the dinghies, racing in the bay, the Sabots turned out in such numbers that they raced in two divisions, in which Henry Schofield and Robin Gales were the winners. Lloyd Johnson won in a 24-boat Metcalf dinghy class.

The power cruisers were out there in predicted log competition, with Frank Ruppert in *Reveller IV* taking both the Isham and Donaldson Trophies.

The 1956 Class Champions:

LARGE BOAT DIVISION

Ocean Racing Div. II—*Odyssey*, Richard Steele; Ocean Racing Div. I—*Whirlwind*, S. K. Babcock; California 32—*Altamar*, Rux Schuh; PCC—*Mickey*, Garrick O'Bryan; K-38—*Valentine*, Peggy Slater; Rhodes 33—*Josephine VI*, Robert Collins; Feather—*Twinkle*, Al Kalie; Luders—*Dark Star*, Lyman Farwell; PC—*Catspaw*, Ed Eisenbeiss; Dragon—*Bangalore II*, Ralph De Luca; Star—*Chatterbox*, Malin Burnham; Arbitrary Handicap—*Francesca*, Pat Lewis.

SMALL BOAT DIVISION

Mercury—*Mischief*, A. B. Smith; Int'l. 14—*Exterminator*, Paul Ferrier, Jr.; Thistle—*Thistledoon*, Neal Allen; Malibu Outriggers—*Kauahi*, William Buck; Lightning—*Delta*, Alfred Cola; Skimmer—*Wild Wind*, Russ Campbell; National O-D—*Rustler*, Dick Russell; Int'l. 110, *Flying Wing*, William Schult.

DINGHY DIVISION

Snowbird—*Blue Jay*, Jim Warmington; Penguin—*Bon Vivant*, Mike Hirsch; Metcalf—*Taco*, Lloyd Johnson; Dinkitten—Dave Gibson; Naples Sabot, Div. A—*Wildwind*, Henry Schofield; Naples Sabot, Div. B—*Prize*, Robin Gales; Lehman 12, —G. W. Hall; Lehman 10—*Jay Bird Two*, Jim Linderman.

DON WOOD

CENTRAL NEW YORK REGATTA

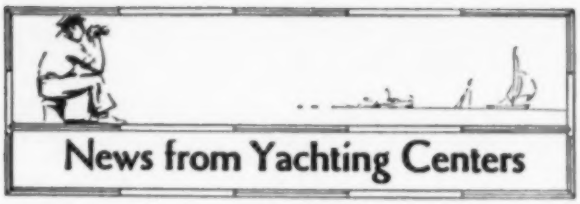
► If the C.N.Y.Y.R.A. regatta continues to grow they may have to enlarge the Finger Lakes. One hundred and forty-four skippers in eight classes sailed at Canandaigua Lake July 27-29 and it was a beautiful sight to see. Friday's race was sailed in light, fluky breezes and places changed frequently as one boat picked up a zephyr and another sat in a flat spot. It was not until the last leg of the race for the boats that sailed twice around the course that there was a steady, spanking breeze. On Saturday and Sunday there was a real smart sailing breeze, although as always on small, hill-ringed lakes, there were choice spots and those not so choice. Canandaigua Y.C. members, from Comm. Steve Hopkins whose ketch, *Windward* was used as a committee boat, down to the youngest water taxi operators, did a splendid job to make the affair a success.

Thirty member clubs were represented, with boats from as far away as Lake George taking part. The Star Class has a First Challenge Trophy (highest point score for first-time contender) for C.N.Y.Y.R.A. which was won this year by Oc Marth from Rochester Y.C. The trophy was inadvertently presented first to the wrong skipper because the committee found it hard to believe Oc, who has sailed his Star *Tario* since 1936, had never before sailed in a C.N.Y.Y.R.A. event.

The winners:

Lightnings (40 boats)—(1) Stu Anderson, Niagara S.C.; (2) Dick Karslake, Chatauqua Y.C.; (3) Sinclair Reynolds—Skaneateles. Comets (36 boats)—(1) Jack Fields, Newport Y.C.; (2) Bruce Anderson, Canandaigua Y.C.; (3) Bob Patterson, Chautauqua Y.C. Thistles (23)—(1) Dade Wilson, Seneca Y.C.; (2) Bill Allen, Fairhaven Y.C.; (3) Harry Jerge, Niagara S.C. Stars (23)—(1) Bob Bennett, Rochester Y.C.; (2) Sam Smith, Otsego Lake Y.C.; (3) Bob Dobbin, Rochester Y.C. Snipes (11)—(1) Bob Vreeland, Newport Y.C.; (2) Jules Kroeger, Newport Y.C.; (3) Jim Herzog, Cuba Y.C. K's—(1) Tom Bullfinch, Red Jacket Y.C.; (2) tie, Fred Howell,, Keuka Y.C., and W. G. Chase, Cuba Y.C. Luders 16s—(1) Bill Place; (2) H. H. Minor; (3) Bun Farley. C Scows—(1) Ed Brewer; (2) W. D. Bradley.

HELEN M. MARTH



ST. LAWRENCE CURRENTS

By Arthur H. Thomson

► Royal St. Lawrence members are proud of their Sonny Hanna these days. Late in July he fought his way through a large fleet of the best Dragons on Lake Ontario and the St. Lawrence River to win the Foster Dulles Trophy by 1½ points. Another Montrealer from Dorval, Sandy MacDonald, took second place. At the annual club regatta the following took prizes: Cruising–Tom Darling in *Althea;* Handicap A Class–Syd Dakin in *Dominion;* Dragons–*Argo II,* Sandy MacDonald; Internationals–*Fury,* John Fisher; Ys–Ted Gold in *Gold Dust;* Lightnings–C. Spencer in *Minwassin;* F Class–*Psyche,* H. Roseman; PCs–*High Tide,* Nick Kebedgy; Jolly Boats–*Juno,* J. F. Hopkirk; Fireflies–B. Sundby.

► S.L.V. Interclub results so far are R.St.L.Y.C. vs. Hudson Y.C., won by the former, and D.R.Y.C. vs. K.Y.C., won by the latter. The first group sailed in Jolly Boats at R.St.L. and Ys at Hudson while the other group sailed in Ys at D.R.Y.C. and Lightnings at Kingston. Due to the small number of entries in the series this year the winners of the above go directly to the finals.

► In the S.L.V. Junior championships, to be held at H.Y.C. there appear to be entries from six clubs. Three youngsters expected to show up especially well are Toni Jones of Pointe Claire, Bob Thomas of Hudson, and Billy Drysdale of Royal St. Lawrence. Bill is in his last year as a junior and, based on his practice sailing, he will be the man to beat. Two teams from the St. Lawrence Valley will go to Kingston for the Group sail-off against Central New York and Lake Y.R.A.

► The Pointe Claire Y.C. regatta was sailed in the worst storm that a major event has been sailed in here for many years. In some classes no boats finished. In the Y class, three finished under full sail out of 17. Rescue boats were working for hours after the race finished and some boats were located on the south shore of Lake St. Louis, having run with the storm and gone up on the beach there. The 5-0-5 was found next morning in Valois Bay but Syd Dakin was picked up with his crew soon after she had dumped. However, there was no one hurt and no really serious damage to the boats. In the Cruising Class, R. Langlois won with *Conesus;* Handicap A Class–*Notre Dame,* Frank Smith; Dragons–*Andromeda,* Vince Casson; Internationals–*Uller,* Roger Hewson; Ys–*Imatoadtoo,* Arthur Thomson; Lightnings–*Minwassin,* D. Smith; PCs–*Spirit,* Pierre Genereux; Fireflies–S. Reid; Handicap B Class–*Bunyip,* R. E. Harris.

► The S.L.V. 11th annual regatta was held at Hudson Y.C. this year. The weather was the usual miserable thunder storms, cold and awful, and the entry the smallest in the history of the S.L.V., but those sailing were keen and had a good time. The Y Red and Gold Fleet idea was tried out for the first time and was found to add considerable interest in view of the several additional trophies available. Class winners were: Handicap A Class–*Notre Dame,* Frank Smith; Internationals–*Velvet 4,* D. A. S. Kirby; Y Red Fleet –Ian Robertson in *Beserk;* Lightning–Spencer Smith with *Minwassin;* PCs–John Aikin in *Mananna;* Fs–*Psyche,* S.

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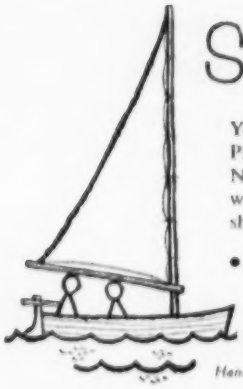

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Roseman; Y Gold Fleet—Pierre Desjardin in *Flub Dub;* B Handicap—*Regasus,* G. T. Hodgson; Fireflies—B. Sundby; Dragons—*Joanna,* Gerry Letourneau.

► In the Olympic trials held to date Archie Cameron and Harry Jones have won the Sharpie races and David Johnson and Peter Barnes the Stars. Final trials for the former will be held later in the year at R.St.L.Y.C. while the final Stars will be at Vancouver. In Dragons, Sandy MacDonald will represent this area at Toronto.

DETROIT JOTTINGS

By George E. Van

► Hank Cawthra, racing his new Lightning, emerged as winner of the annual Harry Kendall Memorial series at Crescent S.Y.C. Wes Weidrich and Jerry Jenkins took the next two places in the point standings.

► Local boat people have been warned of a sunken steel barge in Lake St. Clair, six miles from the Thames River light on a bearing of 292.5 degrees. The barge is down in 14 feet of water and only two feet of water is over the barge.

► St. Clair, a little town on the St. Clair River, was jammed with more than 50,000 watching the unlimited boats race for the International Cup, which was taken home by Lee Schoenith driving *Gale VI,* a twin-Allison job. Jack Schafer's *Such Crust* III, also twin-powered, won the final heat but missed the prize because of a disqualification. Seven unlimiteds turned out causing a split into 1-A and 1-B for the first heat. Roy Duby driving *Such Crust IV* won in 1-A with Chuck Thompson with *Short Circuit* second, and Joe Taggert third with *Miss U.S.* Jack Bartlow set the pace for four laps with *My Sweetie Dora,* then broke down.

Three boats, Frank Alter in *Such Crust III, Gale VI* and Bud Saile with *Miss Wayne* were over for the second part of the heat which was re-run. *Gale VI* won the raceover and Bob McElroy put *Miss Wayne* in for second. *Short Circuit* led for three laps, then dropped back as Duby took it with *Gale IV,* and *Gale VI* moved into second place as *Short Circuit* took third. *Such Crust III* was fourth, *Miss Wayne* fifth. *Miss U.S.* dropped out with oil pressure trouble after two starts.

Such Crust III led all the way at a 77 m.p.h. pace in the final heat. *Gale VI, Gale IV, Short Circuit* and *Miss Wayne* were next. Best lap was 91.487 by *Gale VI. Gale IV* made the fastest heat, 86.537 for 15 miles.

► Windmill Pointe Y.C., once known as the Detroit River Racing Club, dedicated to powerboat racing, had 129 starters in its second annual sailing regatta, as compared to 45 a year ago. The races were sailed in a steady 10-mile northeast wind on the regular D.R.Y.A. course in Lake St. Clair, with the finish off W.P.Y.C. at the head of the Detroit River.

Revelry, Norm Sarns' sloop, beat *Red Head* on corrected time to take the Class A prize. The Voyager yawl *Querida,* of Carter Sales, Jr., and Skip Grow, evened an account with Johnny Detwiler's *Vashti* in the A division. Other winners: Cruising C—*Glory Bea II,* Jim Carlin; K-class—Duke Huber; Free-For-All, Ernie Jennings; Ravens—Boyd Benkert; CK-team individual, Pete Kremlick; CK-team, Edison B.C.; 30-Squares, Mitamar-Wilson-Wilmington; Junior Knarrs—Meryl Amo; Luders, Fred Fisher; L-Class, *Sally K,* Guy McNaron; Privateers—*Cotton Top,* Bob Roadstrum; Thistles, Howard Boston; 110s Dave Hanna; Vineyard Havens—Cletus Werthman.

► Grosse Pointe Y.C's annual regatta had 157 starters. *Vashti* had the best overall time for the cruising craft and won in Class B. *Revelry* nipped *Red Head* boat-for-boat and took the cruising A prize. Hank Burkard's *Meteor II* won all the way in the Cs, which turned out ten strong. Other

winners: Ravens—Larry Benkert; L-Class—*Gael*, George McCormack; K-Class; Freddie Meno III; Universal A—*Sprig*, Phil Foskett; Universal B—*We Do Tu*, Dick Hill; Lightnings—Wes Weidrick; Thistles—Doug Wake; CK-team Individual, Frank Houghton, D.Y.C.; CK-team, D.Y.C.; Privateers—*Windtoy*, Jack Wagner; Vineyard Havens—Junior French; 30-Squares, *Pocahontas*, Lib Mistele; 110's, C and F. Marsh.

LAKE MICHIGAN BREEZES

By Les Schaeffer

► Michigan City Y.C. members and boatmen in general mourn the loss of a friend of boating. Thomas Makepeace Blackwood, better known to his boating friends as "Bill," passed away at St. Lukes Hospital in Chicago after a long illness. We all extend sympathy to his wife, son and daughter. Bill was one of those farsighted members in M.C. who could spot property for the club when they were looking for a site for a new club house. He founded and edited the club paper for ten or more years, was commodore five times and was a director and committee chairman for many more years. Bill also was a director of the Great Lakes Cruising Club and treasurer of the Lake Michigan Y.A. for four years.

► A series of parties on the Island followed the Chicago-Mackinac Race. Commodore and Mrs. T. M. Dunlap, Chicago Y.C., were hosts to more than 500 yachtsmen, their wives and crews members at a cocktail party Tuesday in the Mackinac Island Y.C. The commodore presented flags to all class winners out on the lawn of the club. The following day the Great Lakes Cruising Club entertained at the Mackinac Island Y.C., making this their annual rendezvous. Commodore Roy Olson was official host, with Payson Mayhew and Nick Geib ably handling the arrangements.

► Chicago boatmen welcome the new Engineer Corps officer in charge of the Engineer district. Colonel John B. W. Corey, Jr., succeeds Col. Philip F. Kramer, Jr., who has been transferred to Japan. We all wish the Colonel well and hope he will keep the small boatmen in mind when making decisions involving Chicago's waterways. . . . Chicago Power Squadron reports a successful predicted log contest with Al Chancellor the winner again in his cruiser *At-Bee;* second was Robert Vallette, *Valmar*, and third Louis GaMache in *Tippi-Too*. The winner had only a four-second error and the other two, one minute, 37 seconds and one minute, 45 seconds respectively.

► The annual Queens Cup Race to Muskegon, Mich., sponsored by South Shore Y.C. of Milwaukee, had a record number of entries with 21 boats finishing. Cruising Div. 1 was won by *Copperhead;* Cruising Div. 2 by *Romahajo;* Cruising Div. 3 by *Fleetwood*. *Nancy* won in the Universal Division.

► Sheridan Shore Y.C., Willmette, Ill., was the host club for the Midwest Olympic Star Class eliminations. Harry Nye, Jr., and Jack Vidas were first with 90 pts., in *October;* Dick Sterns and Phil Bastolus second with 89 in *Glider* and Dr. Florus Black and Eugene McCarthy third with 89 pts. in *White Magic*.

► District 10 and District 20 U.S.P.S. combined their annual rendezvous into one big event with the Sturgeon Bay Y.C. as hosts. Sturgeon Bay being an ideal cruising area created an interest in squadron members to cruise, which helped bring out the largest crowd ever to attend a district rendezvous. District Commanders Paul Warren and Arthur Hankwitz are to be congratulated.

► Waukegan Y.C. reports a successful annual Chicago-Waukegan Race with 36 boats finishing. *Freebooter* was the first boat in but on corrected time *Fleetwood* won in the

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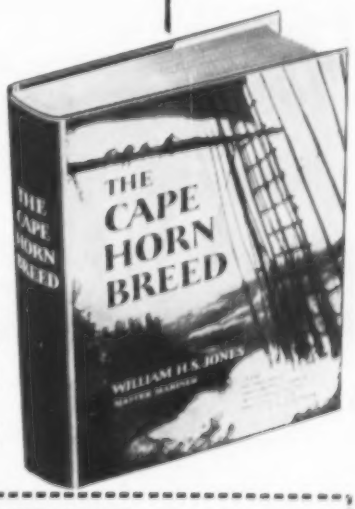

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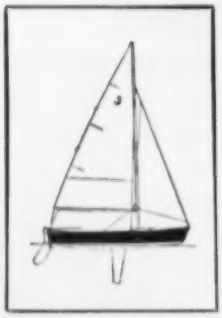

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Cruising division and *Tobasco* in the Universal Division. The city of Waukegan is to be congratulated on the selection of Harbor Deputies with police powers to enforce speeds of boats. They have asked the Waukegan Y.C., the Mariners Club and the Outboard Motor Club to select two members from their group to be deputized. At last, some city fathers realize that boatmen should know something about speed for their own harbors, and be boat-minded and not greenhorns regarding boats and boating.

LAKE ONTARIO NEWS

By Lee Shore

► The heavy winds on Lake Ontario on July 14 which blew out the dinghy regatta at Rochester were taken more in their stride by the Dragon sailors at Sodus Bay in the John Foster Dulles Trophy series. The Dragons held their two scheduled races on the lake (rather than the bay) although the heavy winds and seas did cause some of the 19 entrants to withdraw from the second race. Sunday's weather was ideal and there was a large spectator fleet on hand to cheer Sonny Hanna, Royal St. Lawrence Y.C., Montreal, who won the three-race series with a first, second, and eighth places. One of the most enthusiastic spectators was Secretary of State Dulles, who took a weekend of relaxation to make personal presentation of the trophy which he last year gave to the Dragon Class Association. Second in the series, a point and a quarter behind Hanna, was Delos Cosgrove, Crescent Y.C. Dr. S. A. MacDonald, R.St.L. Y.C., was third.

► Sinclair Reynolds of Skaneateles Y.C. won the Donovan Trophy at the Lake Shore Lightning regatta at Newport Y.C. July 8-9 in a fleet of 22 boats. Dr. McIntosh, Lightning champ of the host club, was second in the series followed by Warren Duerr, also N.Y.C.

► Nineteen Snipe sailors from five clubs gathered at Oak Orchard Y.C. July 8-9 for the Briody and Retzhaupt trophy races. In the Briody races Jules Kroeger, Newport Y.C., and Charles Webster, O.O.Y.C., tied for 4,585 (never will get used to the pinochle scoring used by Snipe sailors) points and so sailed a special match race which Kroeger won. Bob Vreeland, N.Y.C. was third. Kroeger, by piling up 4,565 points, also won the Retzhaupt Trophy with Vreeland second and Webster third.

► *Buzzy II*, the famous Six Meter at Royal Canadian Y.C., which for the fourth consecutive year has won the Castle Trophy at L.Y.R.A., has been shipped to the West Coast where she will be sailed by a Vancouver syndicate. *Buzzy III*, her successor, built this winter by Tom Taylor in Toronto, was launched with due ceremony July 19 and after being christened by Mrs. Brian Newkirk, Jr. she was presented to the R.C.Y.C. by Brian Newkirk, Sr. Bill Gooderham, who formerly sailed *Buzzy II* was appointed her skipper for this season by the club directors and the crew of *Buzzy II* will join him on the new boat. . . . Bud Whittaker, dinghy sailor, was the winner of the Ontario Zone Olympic Finn trials and will race in the Canadian finals at Ottawa against Don Burwash of Brittania Y.C., Bud Roulstone, Royal Vancouver Y.C., and Bruce Kirby, Royal St. Lawrence Y.C. . . . The R.C.Y.C. team of *Bibis* (Denbeigh Taylor, skipper), *Johan* (Bob Trow), and *Titia* (Ed Barker) won the Six Meter team races at Youngstown Y.C. defeating the Y.Y.C. team of *Violet* (Clark Cassidy), *Little Sister* (Fred Obersheimer) and *Swallow* (Bob Willett) and the R.Y.C. team of *Starwagon* (Bob Lawless), *Gamin* (Bruce Cameron), and *Firecracker* (Skip Doyle). Skip is from Y.Y.C. but sailed on the R.Y.C. team. . . . R.C.Y.C. has sent a challenge for the Seawanhaka Cup to be sailed on Long Island Sound. The challenging boat has not been chosen but it can't be the new *Buzzy III* because of the terms of deed of gift of Seawanhaka Cup.

► The trophy case at Rochester Y.C. is beginning to fill up with cups that have long been absent. Jerry Castle and *Stork* brought the George Cup back from R.C.Y.C. Bob Bennett added the C.N.Y.R.A. Star championship cup and the dinghy boys brought back the Eastwood Trophy from R.St.L.Y.C. where it had reposed for six years. This cup has been in competition for many years in a series of team races sailed on a home-and-home basis using the host club's dinghies. Charlie Shumway, Fred Nusbaum, and Chuck Strachan were the R.Y.C. team who did the honors. After the first day's three races they were trailing by 7¼ points; then on the second day each of them grabbed off a first place, winning the series. . . . Bob Bennett, Bob Dobbin, and Oc Marth won the right to represent R.Y.C. at the 12th District Star races at Lake Sunapee. The N.Y. State Snipe Assn. District 5 regatta was held at Olcott Y.C. July 21-22. Chautauqua Y.C. won the five-boat event for the Mayer Trophy; the Weed Trophy for a two-boat team race was won by Newport Y.C. and Jules Kroeger won the individual district championships.

► Phil Whitbeck, Jr., Rochester Y.C., and Barbara Bullis, Newport Y.C., won the right to represent Central New York Y.R.A. in the semi-finals at Kingston for the Sears National junior championship.

ON THE NIAGARA FRONTIER

By Reginald H. Pegrum

► The Niagara Frontier Invitation Regatta was held on July 28-29 at the Buffalo Canoe Club. Nineteen entries assembled from four yacht clubs which included the Buffalo Y.C., Erie Y.C., and the Buffalo Motorboat Club in addition to B.C.C., the host. Fair weather with winds ranging from light and spotty to strong gave a good test. *Enigma*, 53-foot yawl owned by Ken Eckert from Erie, was the largest entry and *Blue Skies*, Adam Eby, B.C.C., the smallest. Two trophies were awarded. All boats entered were eligible on a handicap basis for the Buffalo Evening News Trophy which was won by *Thermis Royal*, Karl Smither, 4 points; second *Valfreya*, Bob Scheu, 5 points; third *Stjerneskudd*, Mich Owen–Pete Schmitt, 13 points. All three boats are Knarrs from B.C.C. Cruising auxiliaries were eligible for the new Buffalo Power Squadron Trophy. The winner of this Trophy was *Curlew*, Bert Blakely, 7 points; second *Devshir*, Merl Crowell, 8 points, both from Erie Y.C.; third *Dutch Love*, Ray Adams, 9 points, B.C.C.

► In the Annual Niagara River Lightning Championships July 14-15, 28 boats from six yacht clubs competed under near perfect racing conditions. The Niagara Sailing Club, the perennial host, capably handled all arrangements. Earl C. Johnson as usual donated place and championship flags made by Mrs. Johnson. Four boats battled for the top spot with close finishes. *Atom*, Tom Allen, B.C.C. and national champion, ended up with 6 points, the result of 1-2-3 finishes in the three-race series. *Flare*, Tom Fallon, B.C.C., was second with 9 points, *Thermis 5 Ms*, Karl Smither, 9 points, was third, and *Rampage*, Pete Grange, N.S.C. took fourth with 13.

► The eight boat International 21 Fleet at the Buffalo Y.C. completed competition for the Buzz Jokl trophy last month. *Wunderbar*, Dr. Robert Bergner, with 3 points, was the winner followed by *Andiamo*, Earl Obermeyer, 8, and *Jay Bee*, Jack Beneke, 17.

► The Colbert Cup Six-Meter team races were held at the Youngstown Y.C. July 14-15. *Little Sister*, Fred Obersheimer, *Swallow*, Bob Willet and *Meteor*, Clark Cassidy, Jr., represented Y.Y.C. against teams from Royal Canadian Y.C. and Rochester Y.C. Due to a damaged spreader *Violet*, Wally Roberts and Jim Sconce replaced *Meteor* after the

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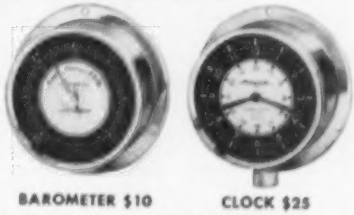

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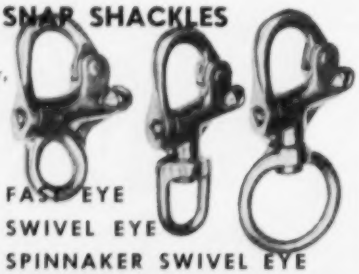

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first race. The Royal Canadian team won with 65 points followed closely by Y.Y.C., 60 points. R.Y.C. gained 36 points.

► The Annual Hill-Manning trophy was held on a course from Youngstown to Toronto June 29. On corrected time *Dutch Maid*, P. J. Hunt was the winner with *Folly*, Sam Buffam, and *Sashay*, Elmer J. Doyle following in order.

SOUTH SHORE OF LAKE ERIE

By John G. Robinson

► The annual regatta of the Cleveland Y.C., July 27-29, was in many respects one of the best in the long history of the club. The R Class, competing for the Sir Thomas Lipton Trophy, feature event of the regatta, were unable to complete the scheduled three-heat series, due to lack of breeze on Saturday. In the two heats run off the leader was *Puffin*, owned by H. Wade Barth, but steered by Alex. Winton Jr. *Robin*, Al. Edgerton, was second, with *Cotton Blossom*, third. The final was postponed.

Clean sweeps were made by *Eva*, in the Dragons, with skipper D. Earl Lawson pinch-hitting for owner Wade Rapprich; W. Lewis Kershaw's converted Six-Meter *Madcap* in Universal A; Ray McLeod's *Rory Mor*, Highlanders; William Coates' *Valhalla*, Yankees, and Bernard Hiller's *Voila* in Universal B. Robert Asher of the Cleveland Y.C. took the Johnson Trophy in the Star Class in *Sharen*, with *Marjorie* from the Lorain Y.C. and Ernest Hamner of C.Y.C. tied for second. The auxiliary class honors went to *Rocking Horse*, C. deV. Miller, *Minx*, Clancey Shaffer and *Ranger*, Ken Glor, each took a first but were shy on points. Thistle honors went to *Hoot Mon*, David Minton, and Mark Auer took the Lightnings with *Fede*.

► Then Mentor Harbor Y.C. celebrated its 28th birthday on July 9. Its first commodore was S. Livingston Mather and of the 27 charter members only two are still active—William C. Treuhaft and E. W. Wallace. But the founders builded well and the club stands as one of the finest on Lake Erie.

► The Great Lakes Thistle class championship, scheduled at the Cleveland Y.C. July 14-15, was cancelled, because of lack of sufficient time to hold eliminations, according to Ted Goudvis, chairman of the C.Y.C. race committee.

► South Shore clubs have a number of special races scheduled for September and October. Lakes Michigan and Erie sailors come together in an R Class team race at the Cleveland Y.C. Sept. 1, followed by the Exchange Cup series for Star boats at the same club and the Lakeside Y.C's annual regatta Sept. 2-3 in Cleveland harbor. Sept. 8 the Cleveland Y.C. stages its Old Timer's race for auxiliaries; Sept. 16 the Adelaide Trophy race for all classes and Sept. 30 the Kiwanis Trophy for auxiliaries. The grand finale will be the Port Clinton Y.C's Snow Flurry regatta Oct. 6-7.

► *Rocking Horse*, C. deV. Miller's sleek cutter, was the victor in the Cleveland Y.C's annual race from Rocky River to Catawba Cliffs for the Foster Trophy. Seven auxiliaries started July 13 in what promised to be a pleasant overnight sail, but gale force winds and high seas scattered the fleet and only *Rocking Horse* and *Hornpipe*, Oliver Busch, finished. . . . As an aftrmath of this, a new trophy, known as the Joshua Slocum Memorial Trophy, was offered by George Guthrie of Vermilion for a race from Vermilion to Rocky River. Six of the seven boats which had started from Rocky River had gathered at Vermilion and were delighted to start. The race was won by *Polaris*, H. Clay Stier's ketch. Dr. John Stewart's sloop *Spray*, was second *Rocking Horse*, third.

► We regret to record the passing of Charles R. Wallach, longtime member of the Cleveland Y.C. and past commander of the Cleveland P.S. For many years Charlie was chairman of the local squadron's board of admissions and chief instructor of the classes in elementary piloting. During World War II he served with the U.S. Coast Guard.

► Richard Miller of the Cleveland Y.C. won the annual Charles McGarvey Memorial Trophy series sponsored by the Vermilion B.C. for Stars. Miller sailed George Voss' new *Whistler* with Voss as crew. Actually the three-race series ended with Miller and Robert Asher tied for first place with Miller winning the toss. Third place went to *Margie* of the Lorain Y.C. Twenty-five Stars competed.

► Jim Dressel and his Buckeye Lake Y.C. crew from Columbus, Eddie Ballinger and Cliff Dum, won the Junior championship of the Inter Lake Y.A. at Put-in-Bay, Aug. 6-10. Sailing in Rebel Class sloops furnished by Ray Greene, the youngsters amassed 24 points in the five-race series with a third and four first places. Dan Stack and his crew from the Vermilion B.C. were second and Priscilla Lamb and her crew from Perrysburg B.C. third.

ON COLLEGE CHARTS

By Leonard M. Fowle

► Wisconsin won the Hoofer Summer Invitational Regatta in the Class X Cubs on Lake Mendota. Seven colleges participated in this event of the Midwest Collegiate S.A., the only district which sponsors summer competition. The victors used 11 skippers and eight different crew members in 14 races! Wisconsin's final tally was 100 points, including eight firsts, with Washington U. of St. Louis runner-up at 96. Cincinnati scored 71, Xavier 64, Ohio State 59, Purdue 57, and General Motors Institute 35 in light to moderate northwest winds on July 21.

► Cornelius "Glit" Shields of Babson Institute wound up his college sailing career with a blaze of glory as he captured both the Spring and 1955-56 top skipper honors in the New England I.S.A.'s rankings of helmsmen, just released. In the spring rankings, where a skipper had to compete in at least 15 major regatta races, 30 skippers achieved ranking with the top 10 as follows: (1) Shields, Babson, .815; (2) Gloege, Coast Guard, .794; (3) Stiles, M.I.T., .783; (4) Quinn, Brown, .761; (5) Newman, M.I.T., .749; (6) Langworthy, Harvard, .741; (7) Hazlehurst, Brown, .737; (8) Blomquist, Northeastern; .728; (9) Coggins, Northeastern, .719; (10) Gossard, Harvard, .715.

In the full 1955-56 ranking, which includes the Nationals as well as spring and fall performance, Shields had an even wider margin over his rivals, who had to sail a minimum of 25 races at major regattas and championships: (1) Shields, Babson, .815; (2) Quinn, Brown, .784; (3) Leighton, Bowdoin, .7804; (4) Gloege, Coast Guard, .7801; (5) Newman, M.I.T., .776; (6) Stiles, M.I.T., .758; (7) Hazlehurst, Brown, .720; (8) Nutt, Tufts, .691; (9) Nichols, Tufts, .6884; (10) Hoppin, Harvard, .6881.

AROUND THE CAMPUSES: New England college sailors are just as happy that "Glit" Shields graduated in June, for Steve Smithwick, 1950 Sears Cup winner, has just transferred to Babson from Brown, where he concentrated on rowing rather than dinghy racing but did well against Quinn, Hazlehurst, and others in intramurals. Steve plans to race dinghies at Babson. . . . The U. of New Hampshire has acquired two Tech Dinghies and indicated an interest in rejoining the New England I.S.A., from which it withdrew shortly after World War II.

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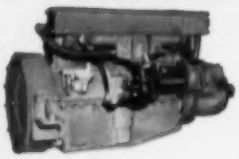

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WEST COAST BUBBLES

By Don Wood

► The Annual Squadron Cruise of the Yacht Racing Union turned out to be more successful than any of the four previously run cruises. There were good winds (most of the time) in all three races of the cruise, and 49 boats took part.

The first day's race (often called the "beat") for the Times Trophy started off Los Angeles Y.C., continued in steady and increasing breezes to and around Ship Rock at Catalina Island, and then had a spinnaker run to finish out the 27.5 mile course. Coming up to the finish near Whites, several of the boats took bad knock-downs as gusts whipped down through some of the draws along the shore. Frank Hoovkaas' big *Barlovento*, seemingly finally in her groove, led the fleet home the first day, with Jim Camp's big *Escapade* close astern. Then Camp made a mistake that many more (18) were also to make before the afternoon was over; he crossed what he *thought* was the finish line, started his motor and dropped his sails—to find out that he had not officially finished the race. Even for those who knew where the finish line was located, there were many changes in position in the last few yards as one boat after another got caught in a final small lee flat spot that jumbled the fleet.

Gene Trepte's class A yawl *Evening Star* won class and overall corrected time honors in this race—with two Class C boats, Gould Eddy's Y *Como* and George Griffith's defending *Cassandra*, taking fleet second and third ahead of *Barlovento*.

The second day's race, a beat up the face of the island and then a short run back, started in light flukey airs that let the fleet lay right up the shore for about a mile—until the westerly set in. To get around the variable conditions at the Isthmus, Chuck Ullman's *Legend* tacked way off shore and established a large lead. Ken Croan in *Akahi* gambled on sailing the shortest course through the Isthmus "slot," and continued to move, as did just a few of the early leaders who followed him through. Then the door was shut for that course and those who tried it were through for the day, while the leaders beat on up to the weather mark in an increasing westerly that gave them a rolling spinnaker run back to the finish. *Akahi*, second to finish boat-for-boat, took corrected time honors as well as Class B to win the Allan Gabboon. The Class A *Legend* corrected into second overall, with Bob Allan's Class C *Holiday* third. To show the vagaries of the Isthmus wind (?), *Evening Star*, first in the opening race, was *last* to finish this one.

The final leg of the three part event was the run back from a Ship Rock starting line to a mark off the mainland midway between Los Angeles Harbor and Newport Beach. Again airs were light at the start and it was a question of how to get out to the westerly that should come up shortly. When it did set in, it was another fine series of boat-for-boat races—with *Escapade* nosing out *Barlovento* to be first to finish. Winner of the West Trophy for corrected time honors was *Evening Star* (which gave her two firsts to go with her last of the previous day), with *Holiday* second and *Escapade* third. *Akahi* finished ninth in this last race, but her consistent performance gave her overall honors for the three days, and the big Wiman Trophy. *Evening Star* in spite of her bad day, took second overall, with Harvey Somers in *Amorita* third.

In the inter-fleet PC and Rhodes competition that went along with the event, Strat Enright in *Witch* won the event along the island and Harry Wood's *Woodwind* won the final run home.

► The 21st Annual Flight of the Snowbirds on Newport Bay dropped off in number of total participants, to *only* 140 starters. After the crowed start (that completely stopped all bay traffic) John Haskell of Lido Isle Y.C. moved out on the long reach up the bay. With power boats and photographers clearing the way Haskell, held his lead to the finish out in front—one spot up from where he finished

last year. Randy Hill finished second ahead of Craig Cadwalader. Virginia Coffee was the first girl to finish. John L. Loun III at 9 years of age was the youngest skipper, and the oldest was Leroy Linnard, 64.

► Over 40 boats took part in the "rocking chair" race to Catalina Island Y.C., from Los Angeles Harbor, one long, easy, lazy reach. The schooner *Queen Mab* was first to finish in just a little over 2 hr., 48 min. Another schooner, Dean Harrel's little *Medley*, finished 12th but saved her time to take the Ocean Racing honors. Second went to Hale Field in *Renegade* and third to Fred Harris in *Sea Queen*. The Arbitrary Class was won by R. and M. Shay's *Chula*.

PACIFIC NORTHWEST CAT'S-PAWS

By Ray Krantz

► T. Harbine Monroe's new Seaborn-designed auxiliary *Nautilus IV* was launched July 25 at Gig Harbor by Eddon Boat Works.

► The boating picture changes: This year, the small boats ranged local waters while the larger boats cruised farther than ever: River's Inlet, Knight Inlet and Bute Inlet, British Columbia, and some to S.E. Alaska. We have a report that outboard boats are *swarming* around the San Juan Islands.

► Robert Ford III, Seattle, has purchased the 28′ cutter *Arab* from Peter Boynton, Seattle. A Garden-designed schooner, 24′ o.a., *Condor*, has been sold by Stanley Norman to W. W. Crow, both of Seattle. *Flying Saucer*, 24′ Alden design cutter formerly owned by Philip Carlson, has been acquired by Leslie Hackbarth of Seattle. . . . Robert Philippi, Oakland, Calif., took his 50′ diesel yacht *Coho*, built by Marine Construction and Design Co., Seattle, on a British Columbia cruise.

► Seven Seattle area owners have taken delivery of new 23′ Overnighter express cruisers from the Lake Washington Yacht Basin. The new owners are Dr. R. Philip Smith, Richard Mosher, Edgar Kaiser, John Harvey, Hawaiian Village Hotel, Honolulu, Jim Warrack, and Rhoady Lee. . . . Reuben C. Carlson's new 66′ diesel yacht *Miriam* was to be launched by late August by Tacoma Boat Building Co. Prothero Boat Co., Seattle, are to launch Rhoady Lee's new 66-footer, also Garden-designed, about a month later.

► Jorgen Baess of the Royal Victoria Y.C. won the Pacific Northwest Mallory Cup final eliminations in a four-race series sailed on Bellingham Bay July 21-22. Baess had 12½ points, Peter G. Schmidt, Jr., Corinthian Y.C., was second with 11¼, Bill Buchan, Jr., last year's Mallory cup winner, third with 8¾, and Shorty Hunt, Royal Vancouver Y.C., fourth with 8 points. In the final race, Buchan was over the line early, fouled out, and forced Schmidt to fall off while Baess at the weather end of the line took a lead and held it to the finish. Bellingham Y.C. did an excellent job of handling the series.

► Cat's-paws: Mallory Cup finals are scheduled for September 10-13 at Seattle. . . . September 15-16 are the dates for the annual Hat Island sailing race of the Tri-Island series of the S.Y.C. . . . Sept. 16 is the date for the annual Inter-Club Challenge Race for the N.W. predicted log championship for power boats. . . . There'll be Labor Day regattas, September 1-3, at Cowichan Bay, B.C., and Tacoma. . . . Interclass series races for sailboats will be held on Lake Washington on Sept. 30, Oct. 7, and Oct. 14. . . . Barnacle Bill's Last Cruise is slated for Oct. 20-21. . . . Star races: Blue and green events, sixth district, Vancouver, B.C., Sept. 1-3; Lake Washington, "C" series, Sept. 8-9; Sixth Dist. team race, L.W., Sept. 15-16; Winter series, Sept. 22-23-29-30, and Oct. 6.

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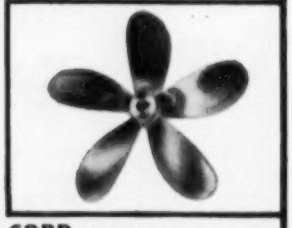

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SAN FRANCISCO BAY NEWS

By Steve Stevens

► The first week-end in July had a bit of everything happening among the sailboats on the bay. The 61st San Francisco Challenge Cup Race was a runaway for defending skipper John Ford, his *Robin* winning by a full 10 min., 26 sec., over the San Francisco Y.C.'s challenging *Puffin*. The Lipton Cup Race that same afternoon was stalemated by a protest. Bill Trask brought his Hurricane *Hoyden* in ahead of *Mistral*, sailed by Hank Easom; but due to Doug Boswell's protest that *Hoyden* port-tacked his *Random* at the start, Trask and the Aeolian Y.C. may have to relinquish the Lipton Cup. Another coveted perpetual trophy was in competition also, as the P.I.C. class vied in the first of their three-race series. Dan Matarangas' *Picsea* opened the series with a 34 sec. victory over Malcolm Dewees' *Angel*.

► The Boreas Race, sponsored by the Elkhorn Y.C., which started Saturday, June 30, was a misnomer as Vulturnus carried the windjammers down the coast to Moss Landing. Dr. E. D. Mervy's 36′ yawl, *Madeline* caught the southwesterly breeze and led the fleet of seven boats out the Gate. During the night James L. Francis' 33′ Voyager *Querida* overtook the *Madeline* and held her lead to win the race. *Madeline* was second, with Judge Gilbert Perry's scratch boat *Polaris* third.

Led by Harry Barusch's *Mary Kay*, members of the power cruiser fleet joined the sailing craft participating in the Boreas Race for the first leg of the annual Golden Gate Galleon Cruise. After a stop at the Elkhorn Y.C., Frank Andronico's *Connie*, William E. Holt's *Elvee II*, Boyd Sheldon's *Luann VI*, Bart Carrick's *Barlu*, Dr. E. D. Mervy's *Madeline* and T. P. Boyd's *Zita II* continued the cruise to Stillwater Cove. Half Moon Bay was the next stop and the following morning the Golden Gate Galleons enjoyed a delightful sail up the coast.

► The big competitive event for the Bay area power cruiser fleet in July was the Corinthian Y.C. Predicted Log Race, July 7. P.L.R.A. Commodore Belden Gardner's *Hog 'N Nog V* won the overall trophy with a .912 error. Al Rembold's *Sharmel* captured the title for the slower boats with an error of 2.73. Smooth water and sunny weather gave the boats a good race up Raccoon Straits toward the San Rafael Bridge and back by Angel Island.

The mid-season scores for the N.C.P.C.A. overall show close competition among the top three boats; R. G. Hoeckele's *Lelabob II*, 3875; Al Rembold's *Sharmel*, 3850; and Leroy McKissick's *Mirk II*, 3825. Commodore Fred Thrall of the N.C.P.C.A. has simplified the scoring system this year, eliminating handicapping in the N.C.P.C.A. races.

► The Richmond Y.C. Trans Bay Race and Regatta on June 30 and July 1, gave the small boat sailors some of their roughest weather this season. Ed Melaika's *Sunshine* won the 110s. Henry Guy took first in his Zephyr *Faux Pas*, E. S. Chiswell won in the Clippers and Blair Francis in the Mercury Class in the Trans Bay Race. On July 1, Bob Klien's *Ugh* won the 110 race and Ken Eugene captured the Thistle Class in his *Nauti-Lass*. Though 122 boats entered, only the most experienced skippers actually started because of the rough seas.

► Lake Merritt's Race of Champions was sailed in Snipes during Oakland's 4th of July Regatta. Bob Huggins took the top spot in his *Shady Too*, and Don Peattie sailed a Snipe into second place. This 17-year-old skipper also sailed his own El Toro *Bull-o-Fire* to win in both the Corinthian and San Francisco Y.C. Regattas, on Belvedere Lagoon July 14 and 21, proving that the younger sailors are taking their place as experienced hands.

► Dayton Carr, 14-year-old skipper and his 15-year-old crew members, Marilyn Humphrey and John Hutchins, Jr. made impressive showings in the Lightning and Sears Cup competitions in Victoria. They swept all three races in the Lightning Class and finished third in the Sears Cup finals.

► Lt. Col. Russ Schleeh piloted W. T. Waggoner's *Shanty I* to victory in the Mapes Gold Cup classic during Tahoe's "Mile High Regatta," July 7. Edgar Kaiser's favored *Scooter II* threw a prop and the defending boat, *Breathless* was scratched.

BRITISH COLUMBIA NEWS

By Don Tyrell

► Most exciting sailing series held in Vancouver for some time was the five-race elimination for the Sharpie Class Olympic trials. Races were sailed in Flatties at Royal Vancouver Y.C. as there are no Sharpies available in British Columbia. When the series ended Bonar Davis and Gordon Billings had edged out Phil and Sid Miller by a hair. The Millers, former world Flattie racing champions, won the first two races but Bonar and Gordon came back to sweep the next three and win the right to represent B.C. at the trials. Bonar has been B.C's best Flattie racer since the Millers moved up to Stars and then to Six-Meter racing.

► Euie Pennell, now making his home in San Diego, and George Parsons of Vancouver will represent Canada in the Star class races at the Olympic Games in Australia. Winners of the B.C. eliminations in Pennell's *Manana*, they took the Canadian trials by default. Eastern star skippers scheduled to race in the trials at Vancouver notified officials they would not take part in the trials in English Bay. Pennell has returned to San Diego where he races against some of the top Star sailors in the southern California area.

► Boatmen in the Vancouver area will probably get a little moral support from the latest recruit to the local small boat ranks. Harbor Master Capt. B. D. L. "Barney" Johnson has bought a 16′ Glasspar runabout with a 22-hp. outboard. The boys figure the captain will now have first hand knowledge of the driftwood problem in the harbor.

► Newest among the clubs in B.C. is the Ioco Boating Club. President Harvey Greenwood has applied for permission to build docks and floats at the club's headquarters at Ioco on Burrard Inlet.

► Yacht mooring problem around Vancouver seems to be definitely improving, with word of new marinas and floats. Latest among these is a modern 600-boat marina with gas barge planned for the eastern end of Vancouver harbor. . . . The Vancouver Park Board has opened one launching ramp for trailer-towed craft and will open others for next year. The Park Board has also moved to build other mooring and launching facilities by urging the Department of Transport in Ottawa to act on the shortage of pleasure boat mooring here. . . . In West Vancouver Fisherman's Cove, Limited, are completing last stages of Canada's most up-to-date marina.

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► Previously, Pennell and Parsons had sailed *Manana* to win the British Columbia Olympic preliminary eliminations, beating out George Mason, commodore of the Kitsilano Y.C. for the berth in the expected all-Canada Olympic trials. . . . In another Vancouver Star event, the Blue Star series, Mason evened the score by beating *Manana*, in which Parsons was at the latter craft's tiller, Pennell being now ineligible for that event.

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FLORIDA TRADE WINDS

By Vivyan Hall

► Good news for X dinghies! Bill Swan, who has taught countless youngsters to sail around Long Island Sound, is rejuvenating the X fleet on Biscayne Bay. Twenty years back George Ratsey, Bob Bavier, Sam Wetherill et al brought their boats down for the Biscayne Bay Y.C's Sunburn regatta. The class clicked here and a number were bought from George Lauder. Raced the year around, they have had hard use and developed leaks. When John Gill, a University of Miami engineering instructor, proved the value of covering an old lapstrake boat with celastic, other owners got hold of Swan to do the job. Having helped build the Xs originally, and being now a full-time Floridian, he makes a happy solution.

► St. Petersburg's Fun Time regatta in mid-July had inboards as well as outboards and was part of a week-long festival with a marine treasure hunt. Hometowner Ray Gassner and Julius Howard of Largo placed one-two in the 266 hydros. In the 135s, F. W. Fugate of Ft. Lauderdale led Art Hatch who has transferred his residence and racing from Hamilton, Ontario, to the Sunshine City. Gene Duggan of Winter Haven led the 48 hydros followed by James Harvey of Lakeland. James Robinson beat Sam Crooks in the 91 hydros and John Estes of Miami took the 44 runabouts. In the outboards Al Holub of Berwyn, Ill., took the F hydros and Rolly Carpenter the Bs. Jack Wyckoff of Miami took the C service runabouts and Chuck Watson the C racing. . . . Two weeks later Gassner led the 266s at the Guntersville regatta with *Sunshine Baby III;* but Jim Retiffe of New Orleans was the big winner, taking both the 135s and the 48s.

► In the Sarasota Y.C's summer regatta, James Van Voast of West Palm Beach won both free-for-all and the large-sail-area honors with his Flying Dutchman sloop. E. N. Kahlenberg took the small sail area; John Lee the Lightnings; Barry Innes the Bantams. Penguins went to Billy King of Bradenton; Thistles to Bill Mangold of St. Petersburg; Windmills to clubmate Frank Fleischman. Fleischman earlier had taken the state Windmill championships at Tampa, followed by Dr. C. McClellan of Gulfport and Peter Duvoison of St. Petersburg. . . . Orlando's mid-summer sailing regatta was devoted to Optimist Prams with 62 youngsters hot after the first prize, a new Pram ready to sail. When the smoke had cleared Commodore Floyd Purcell presented the boat to 14-year-old Douglas Boyer of the Manatee River B.C. of Bradenton. Runner-up was his clubmate, 11-year-old Quinton Perry, and third Donny Krippendorf of St. Petersburg.

► The Lightnings Southeastern district championship in July was taken by John McIntosh sailing *Scalawag IV* at his own Savannah Yacht and Country Club. Florida's top skipper was Howard Foht, who placed fifth with *Zephyr*. . . . The Bacardi Trophy series run annually by the Miami Y.C. for the sailing title on Biscayne Bay was held in Stars, Lightnings, Comets, Moths and X dinghies, a different class each day and boats swapped after each of the five races. Winner was Jack Price, representing the Coral Reef Y.C. He was followed by Herbert Virgin III of the Biscayne Bay Y.C. Don Lapp from Miami, Douglas Baker of the Coconut Y.C., and Herbert Virgin Jr., from the Key Biscayne Y.C.

► The British survey ship HMS *Vidal* is permanently employed in checking and correcting charts for the West Indies. This summer she is working throughout the Bahamas, we are glad to hear, as the current charts date back to surveys of 1885 and earlier. Later the *Vidal* will cover the coasts of British Honduras and Jamaica. . . . The 1957 edition of the Inland Waterway Guide is announced by publisher C. F. Eaton of Ft. Lauderdale. This is the 10th annual issue of

the Southern Guide which gives information on yachting facilities of all sorts from Norfolk down, including both Atlantic and Gulf coasts of Florida.

► Correction: We should have said Warren Bailey—instead of Walter—at the start of "Trade Winds" in July, is building two Sparkman & Stephens 40-foot yawls.

GREAT SOUTH BAY BREEZES

By Eugene V. Connett

► For a second year since it again became a port-to-port cruise instead of the one-port race week of recent years, the turn-out and competition in the Great South Bay Y.R.A. Cruise demonstrated the success of the cruise over the more static type of event. This year the fleet started at Westhampton, at the east end of the Bay, and worked by easy stages west to a wind-up at Babylon, in a good range of weather conditions. Peter Paige of Bellport in *Her Ladyship VI* won the Corry Trophy in the featured Star Class, and *Teaser III*, Charles Axtman, also of Bellport, won in the South Bay's popular Narrasketuck Class.

Other class winners in the series were: Beetles—*Snap* Richard Heidelberger; Blue Jays—*Mischief*, Wm. M. Parke III, Cape Cods—*Cachucha*, Bert McGuire; S. B. Cruising Club—*Golden Eagle*, H. A. V. Post; Handicap A—*Ellen*, J. J. McInerney; Handicap B—*Pursuit*, O. E. Brooks; Lightnings—*Mist*, Sam Zorovich; SS Class—*Twelve Dozen*, Lee Simes; Sailfish—*Giggle II*, S. F. Medina; Seaford Skiffs—*EEE-Jay*, Peter Luhrs; Snipes—*Ever Reign*, W. B. Ludlam; Tech Dinghies—Graham Wood; Thistles—*Old Smuggler*, Doug Westin; Moriches Bay C1.—*Ethel*, S. F. Medina, Jr.

► The G.S.B.Y.R.A. season opened July 4 at Babylon, and that grand old man of the Narrasketuck Class, Wilbur Ketcham, won in a three-race series, with Gil Haight and Cappy Arink second and third. On July 7 he repeated the performance at the Narrasketuck Y.C. . . . At the eastern end of the Bay, Peter Benner, local finalist in the Mallory Trophy last year, won the Narrasketuck Class at Westhampton on July 7. The Andon-Griffing entry was second and Robert Smith was third. In the popular S.S. Class George Carmony was first, Charles Storer second and Pamala Fenner third.

► On July 7-8 at Bellport, the Atlantic Coast section of the International Star Class Olympic eliminations were held. Two races were run the first day. In the morning the wind was light and fluky and ended up by swinging around from north to south. Stan Ogilvy was the leading boat but for some reason rounded the first mark wrong and then went back and rounded it wrong again. This race went to Owen Torrey. In the afternoon, in a nice sou'westerly, Skip Etchells finished first. The third race on the following morning was sailed in a light west-southwest breeze with poor visibility, and Etchells came in second, after James M. Schoonmaker, to win the series.

► The South Bay Cruising Club's July "Newsletter" contained two enclosures: "Unstepping and Stepping Masts," by Block and Fall Becker, and "Shopping For The Cruise," by Mary Margaret MacBecker. These offerings were in contemplation of the Annual Cruise, July 13-21, and in view of the drill through Shinnecock Canal, and the secluded ports of call where shopping was sketchy, proved of real value to the skippers.

► Andrew Underhill, Jr. and his crew, Pete Ranken, won the Star boat eliminations in the G.S.B. and will go to the North American championships at Vermilion, Ohio, Aug. 20, as will Harold Halstead, runner-up.

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► On July 17 the G.S.B. Women's Sailing Championship was held at Westhampton. The Morgan Cup, emblematic of the championship, was won by the Westhampton Yacht Squadron crew consisting of Mrs. Sis Rice, skipper, Lee Sims and Pam Fenner. This is the fourth time the cup has been won by Westhampton, and the third time by Mrs. Rice. On the fourth occasion her daughter Louise was the winning skipper. Such a record recalls the days when Joan Earle and Nancy Underhill of Bellport used to carry home the cup year after year. Second was Narrasketuck Y.C. with Nancy Heckel at the tiller, and third Babylon with Betsy Jones as skipper. Narrasketuck One Design were used for the five races.

► At Bayshore Y.C. on July 22, Anson Beard won two races in his Star boat *Malihini*. Skip Shaw was second and Saver and VanVranken third. Cappy Arink won in the Narrasketucks, with Rudy Sittler second and Joan St. John third. Alex Pearson won the Lightnings, with M. Zoravich second and Fred Meyer, Jr. third.

► On July 29 the Queen of The Bay was held in Bellport. The race started in a light southerly which on the last leg shifted to the north. First boat to finish was Hasting Reddall's Raven, with Charlie Dominy's Star *Independence* second, Harold Halstead's Star *Chuckle* third, and Andy Underhill's Star *Emme* fourth. When the corrected times for the 25 starters was figured it was found that Charlie Dominy's *Independence* had won the historic Queen of The Bay Cup.

JERSEY JOTTINGS

By Bill Robinson

► An extremely busy July was climaxed by a schedule of eight major regattas July 28-29. The Star Class Olympic trial at Atlantic Highlands, won by H. P. Williams of Chicago, is treated elsewhere on these pages. . . . In nearby Red Bank the Lightning Metropolitan Championship threaded through several hundred visiting boats of the Third District Rendezvous of the Coast Guard Auxiliary, with Reid Dickerson of Monmouth B. C., Oliver Filippi of Nyack, N.Y. and Charlie Allaire of M.B.C. as the top trio. . . . In Bay Head, Bob Adams, of the home club, Dick O'Donnell of Little Egg and Jim Carson of Metedeconk were the Central Atlantic Lightning leaders. Through this regatta Adams had yet to lose a major event or club or Y.R.A. race this year.

A fleet of 22 sneakboxes competed in the Hotaling Trophy for that historic class at Beachwood with Max Culpepper, Island Heights, Ed O'Malley, Jr., Mantoloking, and Pete Jones, Bay Head, the top three. . . . Comet competition was three-fold. Thirty lake boats competed in the Martin-Murray Memorial at Green Pond with prizes going to Tom White of Green Pond, Royce Peabody, Hopatcong, Jack Brooks, Packanack, and Ron Leuvelink and Dave Katterman, Hopatcong, in that order. At Seaside, Fred Barclay of Little Egg, Len Egee, Island Heights and Hank Miltenberger, Monmouth B.C. were one-two-three in Comets and Stan Ogilvy of Long Island Sound won the Star series, trailed by Howard Lippincott of Riverton and John Todd of Chesapeake Bay. . . . At Little Egg, qualifiers for the nationals from the South Jersey Regional Comet regatta were: Bob Siedenman, Cooper River; Marcy Lippincott, Riverton; Blair Fletcher, Cooper River; Hobey Craner, Riverton; Wayne Diller, Stone Harbor; Wes Heilman, Little Egg; George Doscher, Island Heights; Lois Lenhard, Little Egg, and Sam Fortenbaugh, Bay Head.

► The previous week, Shrewsbury S. and Y.C. was host to the North Jersey Comet Territorials. Qualifiers were: Rodger Low, Atlantic Highlands: Ed Ryan, S.S.Y.C.; Bob

Booz-Bayview Photos

Anything can happen when you jibe with the boom vang set. Ed Ryan survived this crisis in the Red Grant series

Wales, Green Pond; Jerry Drew, S.S.Y.C.; Dave Katterman, Hopatcong; Robby Robinson, S.S.Y.C.; Ron Leuvelink, Hopatcong; Dave Kingston, S.S.Y.C. and Hank Miltenberger, M.B.C. A northeaster Saturday forced the committee to condense all three races into Sunday, but further south the weather was moderate enough for Margate City Y.C. to hold its regatta as scheduled. Winners were: Lightning, Dave Shay; Comets, Bob Seidenman; Moths (Middle Atlantic Championship), Dick Kelly; (Women's Middle Atlantic Moth Championship), Betsy Schenck; (Junior Middle Atlantic Moth Championship), Newt Wattis.

► Top qualifiers in the Region Five Dist. ct of the Duster Class (North Jersey and the Poconos) at Naomi Lake, Pa. July 28-29 were Jerry Bachman, Bob Wallo, Bill Person, and Jim Hulsizer. Ken Wallo of Pines Lake won the junior event.

► The big Red Grant Memorial Regatta at Raritan Y.C. July 14-15 was hit by a line squall of over 50 knots Saturday morning that raised havoc in the fleet. Only 13 of 27 Comets finished, and other classes were almost equally decimated. Surviving leaders were: Comets, Dave Kingston; Lightnings, Bill Fortenbaugh; Stars, Larry Low; Penguins, John Harkrader; Thistles, Sam Merrick.

► Bob Sexauer, City Island, N.Y., won an invitation Star Regatta on Lake Hopatcong the same week end, with Stan Lippincott, Riverton, second. . . . Al Williams of Raritan won the Jersey Thistle championship at Raritan July 7-8 trailed by Sam Merrick of Bay Head.

► Monmouth B.C. won all three individual championships of the North Jersey Y.R.A. Charlie Allaire took the men's on his home course in Lightnings July 7-8, nipping Jack Howie of Atlantic Highlands Y.C. in the last few feet. At the same time Barbara Sayre Bull won the women's regatta in Dusters at Packanack Lake and Steve Perkins took the junior title in Comets at Lake Hopatcong July 11-12.

CHESAPEAKE BAY ACTIVITIES

By Malcolm Lamborne, Jr.

► Someone has suggested that the Virginia Cruising Cup be renamed the Miller Sherwood Cup. Sherwood, the Gibson Island Y.S. ace, took it again in July with *Rubicon*. It was his fourth win, the third time in the fast Owens cutter. And as in several recent events, the victory came under wet, tough conditions—a muzzler right on the nose for most of 123 miles from Annapolis to Old Point Comfort. Half the fleet of 16 starters withdrew because of rigging or gear failures. The only Class A yacht to finish was Charles Price's *Proton*, of Lansdowne, Pa., and the only C was Vernon Eberwine's *Sea Star*, of Suffolk, Va. *Rubicon* also won the B prize. Runners-up in B were Duke Moyer's *Dutch Treat*, of Oxford, Md., and Henry Wise's newly acquired *Chance*, of Gibson Island.

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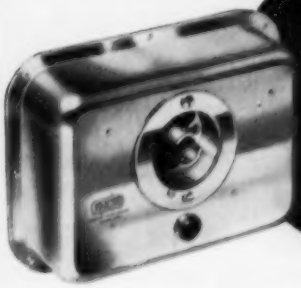

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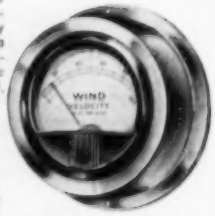

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James Campbell, Danville, Pa., almost takes off as he guns his B Class outboard to a victory at Solomons, Md., July 15. Behind him in second spot is Doug Creech.

► The men's senior sailing champion for 1956 is William L. Lane, ex-commodore of Tred Avon Y.C. who started sailing in Stars at the age of nine and has recently sailed Penguins. With a crew of Penguin sailors (Howard Bloomfield and George Marville), Lane wound up with nearly a 4-point lead over Lloyd Emory, of Fishing Bay Y.C., the defending champion. Emory dropped out of the first race after a foul and despite scoring three firsts in the six-race series, he never regained enough points to win. Stewart Holmes of Potapskut S.A. was third. Skippers raced in the Naval Academy knockabouts. Elwood Deakyne of Annapolis Y.C. ran the races.

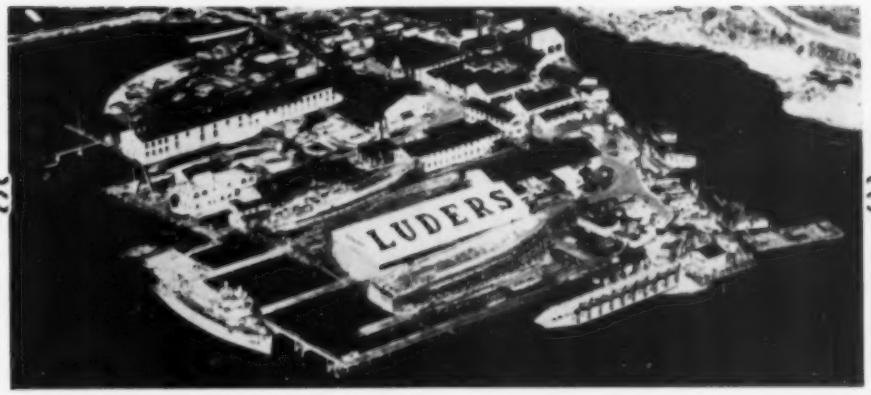
► Close to 150 windjammers of all sizes and forms sailed in the three-day Annapolis Y.C. regatta, which is just about the Bay's biggest weekend of the season. The racing division again mustered 14 starters (we can recall when six or seven were considered a fine turnout). In the single race for this and other larger classes, the winners were Buzz White's *Valiant*, Jim Brickell's *Starlight*, As; Miller Sherwood's *Rubicon*, Bs; Dr. Alger Doland's *Sprite*, Cs, and Jim Potter's *Duchess*, Deltas. Winners of the three-race series for the one-designs included Jack Streeton's *Esprit*, Stars; Howe Lagarde's *Cutty*, Thistles; Barney Mead's *Hooligan*, Lightnings; George Moffatt, International 14s; Hartge Fifers *Vanity*, Chesapeake 20s; Charles Smith's *Uh-Oh II*, Hamptons; Tim Malone's *Tee Jay*, Comets; Mike Phillips' *Opus II*, Nationals; Terry Whittemore's *Elation*, Snipes; Joe Veith's *Chic*, 16s; Len Penso's *Trinket*, Penguins; and Henry Meneely, Jr., junior Penguins.

► Dixie district Lightning championships off Baltimore Y.C. produced Barney Mead of the host club as No. 1 skipper, with a first and two thirds. The next two positions were taken by B.Y.C. sailors, too: Marbury Fox and Herman Henschen. The trio thus are eligible for the class internationals to be sailed this month in Buffalo. Two days of races were run in light to moderate airs.

► Charley Vail, of Norfolk Y. & C.C., won all three races for the Admiral Byrd Trophy for Hamptons at the annual Cambridge Y.C. regatta. Other winners were John Todd's *Boomerang Too*, Stars; Mark Coholan's *Andiamo*, 14s; Hugh Wallis' *Shark*, Chesapeake 16s, Wayne Flanagan's *Fantastique*, Nationals, and Charlie Strausburg's *Tid Bit*, Penguins.

► Billie Myers, of Tred Avon Y.C., has won the Miller Memorial trophy for the Chesapeake Star championships for the fourth time. Sailing *White Shadow* in a 27-boat fleet, the Eastern Shoreman placed second the first day in a wet, strong wind, then came back in light airs and finally a steady 10-miler to take two firsts. Close behind was Barkey Trippe, also of Tred Avon. The Gibson Challenge Cup for Comets was won by Blair Fletcher, of Cooper River Y.C.

► The 15-mile race from Annapolis to Tilghman Point, high spot of the Sailing Club of the Chesapeake's annual regatta,



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was dominated by the smaller yachts. The first three places in the fleet went to C boats, Dr. Charles Iliff's *Alaris*, Charles Poor's *Sandscraper* and Dr. Alger Doland's *Sprite*. Other class winners were Tom Closs' *Fun*, As; Henry Wise's *Chance*, Bs; Gaither Scott's *Mist*, racing, and Talbot Walker's *Drum Fire*, Deltas.

► Baltimore Y.C's annual regatta produced these leaders, among others: Walter Flynn's *Djinn*, Stars; Fred Bergling's *Amorita*, 14s; Barney Mead's *Hooligan*, Lightnings; Buzz Harr's *Javelin*, 110s; Paul Lubarski's *Bandita*, Hamptons; Wayne Flanagan, Nationals; George Brown's *Alibi*, Snipes; Charlie Strausburg's *Tid Bit*, Penguins; George Blome's *Gale*, racing; Dick Dowd's *Half Hitch*, Deltas; Larry Newark's *Dirigo*, cruising class.

► The Delta's annual overnighter, a 36-mile race up to Pooles Island light and back, was won by Gordon Dalsemer's sloop *Linda*, of Cambridge Y.C. Second on corrected time was Talbot Walker's *Drum Fire* of the host Potapskut S.A. The fleet sailed in a light to moderate wind with some fog.

► Other events through July: Chester River Y. & C.C.—Bill Rushlow, Snipes; Dr. Walter Lawson, Penguins; Charlie Smith, Hamptons; Howe Legarde, Thistles; Jack Peters, Comets. Potapskut S.A.—Bob Gintling, Lightnings; Dave Gaillard, Stars; Robert Seidel, Hamptons; Tim Blackwood, Comets; Wayne Flanagan, Nationals; Bill McClure, Penguins; Doug Palmer, junior dinghies. Rock Hall Y.C.— Dick Hartge, Chesapeake 20s; Edward Cotter, Penguins; Robert Strong, Thistles; Brian Kane, Jr., Hamptons; Strong, free-for-all; Edwin Valliant, junior free-for-all. Poplar Island race—Brickell's *Starlight*, As; Sherwood's *Rubicon*, Bs; George Abel's *Kittywake*, Cs; Miles Meyer's *Venture*, racing, and Dowd's *Half Hitch*, Deltas.

GULF COAST NOTES

By Gordon Gsell

► Plans have been drawn and the sale of bonds is underway for the construction of a new $75,000 clubhouse for the Gulfport Y.C., on the west side of the Bert Jones Memorial yacht basin in Gulfport, Miss. Commodore F. B. Hewes, Jr., expects the new building to be completed by the 1957 racing season. The G.Y.C. has leased a tract of land on the west side of the harbor from the city of Gulfport for 25 years. Improvements planned along with the new building include dredging the harbor in front of the club, installation of docks for smaller yachts and a hoist. The new building will be of hurricane-proof construction.

► Cal Hadden, sailing his new *En Garde II*, won the Star district championships at the Southern Y.C. on Lake Pontchartrain July 14 and 15. Hadden finished the series with two firsts and a third place for 19½ points, edging Joe Killeen, Jr., sailing *Urchin II*, with 17 points. The two S.Y.C. sailors were followed by W. W. Weatherly of Gulfport with 15 points. The first race was sailed in a light southwesterly breeze and Hadden took the lead at the end of the first round. The second race took lots of guessing and Weatherly took a long tack to the west in the light and shifting breeze. He picked up a private streak which put him almost a full leg ahead of the rest of the fleet.

In the finale Hadden rounded the first windward mark ahead of the rest and protected his position all the way.

► Arthur D. Wynne, flying the Southern Y.C. burgee on *Jane's Mink*, is the new Lightning Class champion of the Gulf Y.A. He finished the G.Y.A. championships, sailed July 21-22 at the Pensacola Y.C., with a first, a second, and

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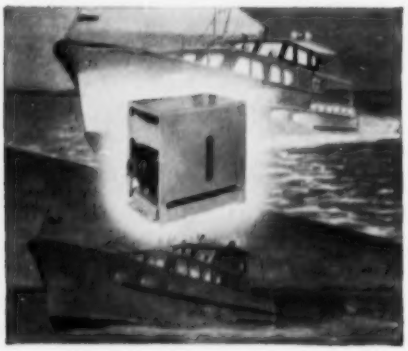

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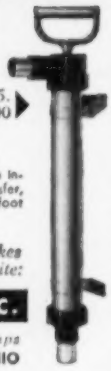

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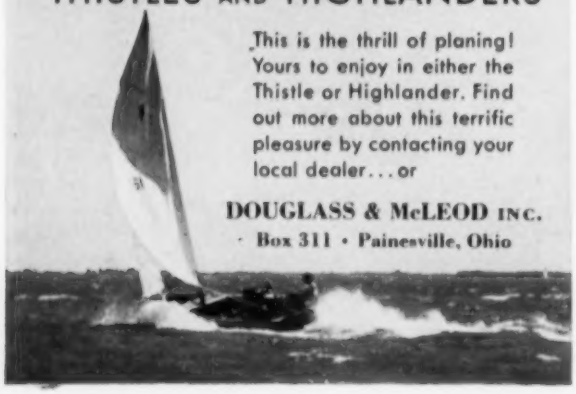

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a third, to place ahead of Ed Overton of Fairhope, Ala., and Louis Koerner of Southern. The last race of the series started with Wynne, Overton and Koerner in a three-way tie for first place. It finished with Wheatley Cleveland, also of Fairhope, getting the winner's gun, followed across the line by Wynne and then Overton, with Koerner out of the money.

► Gene Walet III, who did not sail in the G.Y.A. championships, got back into the limelight in the Lightning Class when he copped the Southern district championships at the Pass Christian Y.C., July 10-12, and won the right to go to the Internationals with Wynne, who finished the series one point behind Walet. Overton was third and Cliff Prados of the Shreveport Y.C. fourth.

► The Penguin Class national elimination series sailed at the Southern Y.C., again went to Bill Seemann III, the class national champion. Sparky Graham was second, Roy Troendle Jr., third, Robert Hughes, fourth, Peter Wuescher, fifth, and Merrill True, sixth.

NARRAGANSETT BAY GOSSIP

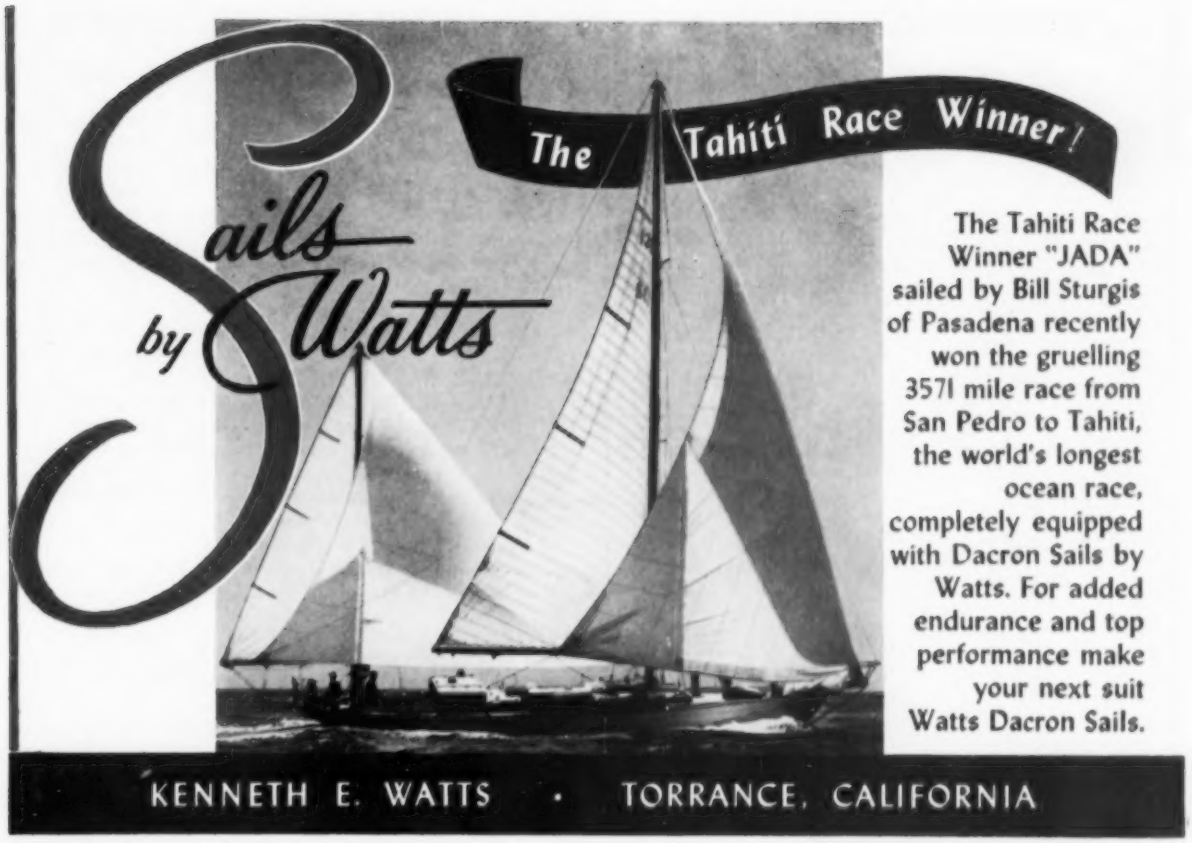
By Terrell E. Cobb, M.D.

► A Rhode Island citizens group has been organized as Better Harbors and Rivers in Rhode Island, Inc., to unify efforts to protect and develop Narragansett Bay and the state's other natural resources. Better Harbors and Rivers, Inc., evolved from a series of meetings that started last Feb. 12 when 21 persons representing organizations with membership totalling 2,800 gathered in the home of Dr. Ernest H. McVay, of East Providence, to "outline the needs of the bay and consider long-range planning for harbor development." Official release of their plans was made on July 20. Officers are Dr. McVay, president (he is a past commander of the Narragansett Bay Power Squadron and a member of the Narragansett Bay Y.A.); Frank J. Murphy of Bristol, senior vice pres.; Richard G. Leland, East Greenwich, junior vice pres.; Randall W. Bliss, Cranston, sec'y; Dr. Terrell E. Cobb, Cranston, treas.

► The Bay Y.A's Cruising Class are enjoying their greatest season. Forty-six boats participated in the Twenty Hundred Club's annual Newport-Cuttyhunk race. . . . On July 21, 14 sailed in the Ida Lewis Y.C. annual Prudence Island race, while on the same day ten others took part in the East Greenwich Y.C. regatta. . . . Better than average has been the rule in all club regatta's. . . . *Palawan*, a 47-foot yawl, sailed by John Millar of Newport, won the Ida Lewis event. Getting under way third from last in the staggered-start handicap, she finished the 29-mile event 10 minutes ahead of Bert Lippincott's Concordia yawl *Wild Swan*. John Fales' new yawl *Whisker* took the 20-mile East Greenwich race on corrected time by 13 minutes over Charlie Dickerson's Crocker designed, gaff-rigged sloop *Neckton*. . . . At this writing, *Whisker* has started in five races, including the two opening races of the New York Y.C. cruise. Following the latter event, Fales plans to enter her in the 83-mile Ida Lewis-East Greenwich Ocean Race, out of Bristol Aug. 11.

► Crossed off as "totally destroyed" by hurricane Carol, Norman Chretian's 36' Elco cabin cruiser, *Hatetoquit II*—now renamed *Hatetoquit III*—is back in the water, moored off Unk Allen's Narragansett Terrace Boat Yard. . . . Donald Wells of Barrington has a 30' motor sailer, built for him in Denmark, replacing his Hincklev 21, *Morning Star*, which was sold to Morris Brown of Marion, Mass.

► Albert Eagan, BM-1, U.S.C.G., has slept much easier since his 64' search and rescue craft has been equipped with radar, and many a worried parent and wife has less gray hair. . . . Bo'sun Eagan's troubles will not be over until



characters like the following take up golf. A lost yachtsman (?) calls in on the radiophone to the U.S.C.G.—"Come out and get me, I'm right here on the buoy." "Which buoy?" the Coast Guard inquired. "What's the matter?" came the reply. "You guys stupid? The black one!" . . . Probably no use informing characters like these that Buzzards Bay Lightship radio beacon has recently been synchronized to sound.

► Bay elimination races for the Sears Cup were held off the Edgewood Y.C. July 21, with the host club's team winning three straight races. Ronnie Boss is skipper of the Edgewood team. Crewing for him are Walter Hough, Bobby Waller, with Charles Plumb, 3rd, as alternate. This is the second year in a row that Boss has won the John R. Fales Trophy—emblematic of the junior sailing champion of the bay. Last season he won the 110 Class championship, and he is leading for the '56 laurels.

SOUTHERN MASSACHUSETTS

By F. C. Gray, Jr.

► The Falmouth Y.C. scheduled its annual cruise to join in the Beverly Y.C's regatta, at Marion July 13-14. The cruising classes were in two divisions at B.Y.C., one division using the C.C.A. rating rule and those with no C.C.A. certificate rated under the B.Y.C. rule. Ray Hunt was the two-day winner, beating 11 boats the first day and 12 the second, the added boat being Clarence A. Warden, Jr's *Minot's Light*, just out of the yard after her harrowing return trip from Bermuda. Hunt's *Harrier*, a Concordia 41, was scratch boat and finished eight minutes ahead of the second place entry, John T. Ryan's Concordia yawl *Niam*. *Parthenia* and *Rusta IV*, two more Concordias, took third and fourth places.

The second day at B.Y.C. brought forth a screeching southwester which gusted to almost 30 knots at times, but did not stop the 80 entries from starting. *Minot's Light* finished first but could not save her time on *Harrier*. In Class C, H. Addison Taylor's *Sumatra* beat the previous day's winner, Mrs. Phillips Case's *Onward V*, by one minute. George Whitney, race committee chairman of the B.Y.C., won both days in the 110 Class and the breeze of the second day forced a third of the class to get DNFs. Wild Harbor Y.C. took Beetle Cat divisions both days as George Kirk and Dr. William Adams repeated their first day wins.

Sunday the Van Rensselaer Race was run, a race in which the handicaps are given at the start and any boat is eligible. Les Goodwin, sailing a fiberglass-hulled Atlantic, took the winning spot from James W. Sinclair's *Cwene* by a minute and 47 seconds. The Bay dealt up a strong southwesterly in which *Allegro* overhauled all those ahead of her by the time she reached the first mark and held her lead to the finish. Talbot Baker's *Bacarole* took third place and Alex Bright's *Safari* led the Concordias home.

► Hingham and Wessagusset Y.C's took first and second in the Finlay Cup eliminations at Duxbury Y.C. . . . The Cotuit Mosquito Y.C. held its 50th annual regatta, in which many clubs participated. You have to be single and under 25 years of age to be a member. . . . The converted Coast Guard vessel *Crawford* is now cruising the tropical areas of the Atlantic in search of hurricanes.

► The opening day of the series for the Buzzards Bay Bowl brought cheer to the hearts of the Beverly Y.C. B.Y.C. was host to the group and George O'Day came out on top for the day in the International 14 footers. The second day brought change as a Canadian, William Dawson, of the Royal St. Lawrence Y.C., got a second first place and held on well enough in the fourth race to amass 89½ points, taking the Bowl back to Canada for the second straight year. Second in the series was George B. Moffat, Jr. of New Jersey. O'Day took third.

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MASSACHUSETTS BAY FLASHES

By Leonard M. Fowle

► The first Y.R.U. of Massachusetts Bay championship settled for 1956 was the North Shore Women's crown, contested at Manchester, July 9-11. In a six-crew competition in 210s victory went to Mrs. William Brewer's Manchester Y.C. crew, which won three races and tallied 30⅝ points. Gengean Keating, Corinthian Y.C. winner of two races, finished runner-up at 27½ points, with Eastern Point (Mrs. Robert W. Sides) 22¼, Eastern (Judy Sawtelle) 20, Schools Sailing (Mrs. Philip Hogan) 16, and Sandy Bay (Bobette Simpson) 11.

► The South Shore Women's Championship for the Hills Cup was held in 110s by the Hull Y.C., July 16-17, and again the host club was the winner. Capt. Madeline Quinn's Hull quartet won two of three races to outscore Cohasset by 1¼ points as Hingham placed third. Manchester and Hull will compete for the Commodore Colt Trophy, emblematic of the Women's Championship of New England, at the Agamenticus Y.C. at York Harbor, Maine, Aug 20, the winner and runner-up in which qualify for the Mrs. Adams Cup finals at Cohasset in September. Manchester and Hull will also battle at York Harbor for the Wakeman Trophy, emblematic of the Massachusetts Bay Women's crown.

► Marblehead's fleet of Jolly Boats had their first test of speed in relation to larger craft in the Eastern Y.C's annual Chowder Race, July 29. In a brisk north-northwest breeze, the Jollies captured five of the top six places in a 30-boat contest in which handicaps were given at the start. Victory in the event went to *Onager*, owned by Arnold "Bunny" Glazebrook and Robert Dalrymple, which finished 42 seconds ahead of *Bacalao*, another Jolly, sailed by David Smith. Roger Bakey's *Lark*, a 210, came home third.

► The South Shore continued its dominance of the Y.R.U. of Massachusetts Bay's Midget Sailing Championship for the Walter C. Wood Trophy, on the Charles River Basin Aug. 2-3. The Squantum Y.C. crew—Kerry Foye, 12, skipper, Ann Davis, 12, and Thomas Coleman, Jr., 11—won by one point among 20 club crews in the 12½ Tech Dinghies. Foye's crew took two firsts in 11 races for 86½ points. The runner-up skipper, 13-year old Don Ridgway of Marblehead Frostbite, had 85½ points including two wins, but his title hopes were nullified by a swamping and two brushes with the rules. Third-place Hull (Quentin Walsh) tallied 84¼, Pleon (Steve Wales) 83, Community (Peter Hinds) 82¾, Eastern Point (Robert "Bucky" Sides, Jr.) 80¾, Sandy Bay 71¼, Duxbury 68¼, Corinthian 67¼, Annisquam 65, and Manchester 62¼.

BAY LIGHTS: The southern district elimination of the South Shore Junior Championship for the Finlay Cup at Duxbury, July 18-19, found Hingham (Capt. Henry Cook), with 26¼, edging Wessagusett (Capt. Joseph Carven, Jr.) with 25½ points for the two qualifying berths. . . . A new Pleon Y.C. trophy, the Mason Plaque, was won by Barry Blaisdell, sailing *Blazer*, with 45 points to 42¼ for Alan Sanborn's *Hi Ho* in a Turnabout competition. . . . The Plymouth Y.C. has joined the Y.R.U. of Massachusetts Bay, bringing the roll of that organization to 35 clubs. . . . A new event for Massachusetts Bay will be the North American Firefly Championship, the fourth sailing of which will be under the sponsorship of the Marblehead Frostbite S.C. probably assisted by Boston, Sept. 15-16. . . . A promising new yacht club, with the accent on junior activities, is the Crow Point S.C. located on the promontory of that name in Hingham Bay. . . . The Y.R.U. of Massachusetts Bay has nominated George D. O'Day to defend the Charles Francis Adams Memorial Trophy in the New England Senior Sailing Championship, scheduled for Nantucket in late August. It is, however, sad commentary on the sport-

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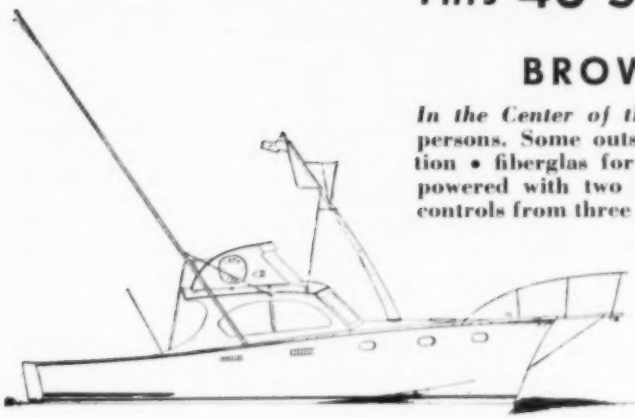

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ing blood of New England senior sailors that none offered to contest O'Day for the local Benson Trophy when the Y.R.U. requested a commitment that the victorious skipper carry on and race at Seattle if successful.

LONG ISLAND SOUNDINGS

By William H. Taylor

► Mid-season found the class championship fights shaping up in the Y.R.A. series with some familiar and some new names up around the top of the lists. In the Internationals Bus Mosbacher in *Susan* was hanging grimly to a 906-to-901 edge over Warner Willcox's *Stardust*, as of Aug. 1. John S. Thomson's *Sundar* has taken the S Class lead from John Judge's *Celerity* by a scant nine-point margin. *Flying Cloud*, T. R. Reyling, has a comfortable lead in the Atlantics over *Sprite*, John H. Kunz, with veteran Van Loomis third in *Hound*.

James Schoonmaker's *Dingo* is 80 to 100 points up on his hottest Star rivals, Stan Ogilvy and Owen Torrey, Jr. Bill Corwin in *Harpoon* is out of sight ahead of any 210 competition. In the L-16's it's *Betty*, Joe Weed, Jr., 16 points up on former leader Stuart Arnold in *Question Mark*. Pat O'Neal is clobbering the 110s with his *Shillelagh*, almost 100 points up on Jimmy Brickell's *Loon*. Bizzy Monte-Sano, up-and-coming Lightning skipper, with *Gray Ghost*, is ahead of the formidable Hibberds, Freddy in *Flash* and Sis in *Splash*.

► A chip off the old block is Bill Cox, Jr., skipper of the Noroton junior crew that took the Sound junior title in a series off American Y.C. early in August. This puts young Bill in line for a crack at the national Sears Bowl, which Bill, Senior, won for the Vineyard Haven (Mass.) Y.C. 20-odd years ago. Of the five finalists in the Sound series, Noroton scored 19 pt., Larchmont (Tyner Corning) 18, Port Washington (Arthur Buhr) 15; Indian Hbr. (Joseph Graham) 14 and Black Rock (Roger Vincent) 12.

► Indian Harbor drew 44 starters in its three-day annual cruise from Greenwich to Port Jeff to Cold Spring and home, July 20-22. In Div. I, Paul Hoffman's sloop *Hother* took the Metcalf Trophy, for the larger cruising rule boats, with Dick Nye's *Carina* second. In Div. II, smaller Cruising Club Rule craft, Billy Luders, Jr's, *Storm* took the Todd Trophy, with Agnew Fisher's *Jubilee* second in the three-day scoring. Bob Miller's smart little *Latonka* took the Smithers Trophy from under the bows of Ted Clark's *Iskareen* and other Eight-Meters in Div. III, measured under the I.H.Y.C's own rating rule.

► It will be a blow to cruising and distance-racing yachtsmen if the current proposal to discontinue Cornfield Point Light vessel is carried out. There was a hearing on it on July 10, but as the notice wasn't sent out until July 5 probably nobody got there to protest it.

► A real sailor left many friends when John Martucci, seagoing skipper of the 39-foot yawl *Iris*, died at his home in Brooklyn, N.Y., in July, aged 59. John had *Iris* built from Charles MacGregor's design, completed her fitting out with his own hands, and in 1939 sailed her from New York to his native Italy and back. Thereafter, for 17 years, he sailed her up and down the coast, as far as Newfoundland, and twice took part in Bermuda races—not that he expected to win them; he just liked to go to sea.

► The Midget Ocean Racing Club staged day races from Huntington to Milford, Conn., and Milford to Noroton, in both of which Dick Carlson's new Cutlass Class sloop *Medea* won by wide margins, with Platt Monfort's Spartan

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Class *Burnham Belle* second both times. Wally Whyman's Holiday *Laird* and Steve Peal's Mariner *Pandora* divided the third places.

► Six skippers went unbeaten through the Bayside Y.C's three-race, 72-boat invitation series Aug. 4-5. They were: Skip Duryea in Lightnings; Bob Wilson, Stars; Skip Morehouse, Penguins; J. Kenneth Gillin, Pennants; Ed Gonzales, Jr., Meteors, and Peter J. Barrett, Handicap II.

► *Lure*, Jim Moore, and *Tonto*, Bill Campbell, tied on points in the new Resolute Class's Tune-Up series, Moore getting the prize for having beaten Campbell the more often. . . . In the Manhasset Bay O-D Class Durbin Hunter and Dan Rugg, new owners of *Bantam*, are leading in mid-season, though Dick Dirkes's *Stowaway* beat them in the Spring Series. . . . Manhasset Bay will be hosts to the Norwegian team in the annual International Class series, Sept. 24-29.

► The Riverside Y.C. crew headed by Lucy Sheldon won the Sound junior girls' title in a series off Pequot Y.C., with 18½ points to 18¼ each for the Pequot and Seawanhaka girls.

► Bob Bavier, Jr's Gulf Stream 30, *Memory*, scored another win in the Huntington Y.C. Stratford Shoal race, taking the overall Heckscher Trophy as well as Class B. John White's *White Water* won Class A.

► Bus Mosbacher, long one of the Sound's top sailors, won the Hipkins Trophy, emblematic of the Sound senior sailing championship, and with it a place in the area semi-finals and a chance at the nationals for the Mallory Trophy. Warner Willcox was a close second in the four-race title series off Manhasset Bay Y.C. Aug. 14.

PRAIRIE SAILING

By Phoebe Kennedy

► Ted Wells, Wichita's famous Snipe skipper, won the trophy at Lake Quivira's first Heart of America Regatta, July 14-15. Wells amassed 4721 points in the three races. On Saturday he won the first race and was second in another, then finished well ahead of his 33 competitors in Sunday's race. Joe and Esther Ramel, Lotawana, were second with 4338 points; Bill and Joanne Kilpatrick, Oklahoma City, third with 4261. Mike Choquette and crew Joe Bartels, Quivira, were fourth and Eddie and Elinor Williams, Lotawana, fifth.

In the dinghy class events, Roger Brett and daughter, Julianne, Lotawana, won all three races. Second place went to John Boyd, Quivira, and his crew Bill Schmidt, with Marsh Kennedy and daughter Laura, Quivira, third. Brett was sailing a Lehman dinghy while Boyd and Kennedy sailed Penguins.

► Forty miles away, east of Kansas City, Jerry Huse, Norfolk, Neb., won the Tri-Lake Regatta for Class C scows at Lake Lotawana, July 14-15. After finishing 12th in the opening event, Huse, representing Lake Okoboji, won the second and third races, earning 2478 points. Runner-up was Lotawana's Bill Wicker with 2383 points. Dwight Westholt, Lotawana, was third with 2152. . . A 15-year-old in his second year of sailing, Stan Griffith, Lake Okoboji, was top sailor in the Class X races for juniors, winning two of the three races and taking a third in the other. Behind Griffith were Peterson and Grossman, Lotawana. . . . Lake Lotawana won the Class C team trophy while Okoboji sailors were victorious in the Class X team standings. . . . This was the first Inland Yacht Racing Assn. sanctioned regatta to be staged by the Missouri Y.C's C scow fleet.

DOWN EAST

By Jerry McCarty

► Winner of this year's Kennebec River Outboard Marathon was Gerry Lavigne of Manchester, N.H. Covering the last lap of the 58-mile course with a broken steering wheel, Lavigne won Class B honors in 1:33:42 to take the Governor's Trophy. His average speed was 37 m.p.h., 10 miles under the world record. A total of 33 boats entered the race and 17 finished. Seven drivers finished ahead of Lavigne but none came closer to record time in their divisions, the basis on which the trophy is awarded. Harry Drisko of Gardiner was first in to take Class D in 1:25:08. Other division winners included Arthur Adams of Brunswick, Class A, 1:54:32 and Thomas Van Mello of Marion, Mass, Class C, 1:25:31. The event is sponsored by the Kennebec River Y.C.

► Winner of Portland Y.C's Moore Memorial Trophy Race was *Deda*, owned and sailed by Ross Stevens. *Deda* led the smaller class around a 15½-mile course and finished with a corrected time of 4:10:15. First home of the larger entries was Douglas R. Coleman's *Flying Saucer*, but her corrected time netted only a fifth place. Second on corrected time for the 12-boat fleet was Bruce Clements' *Sirocco*. John Payson's *Bonnie Doon* was third on corrected.

► The Boston and Corinthian Y.C's of Marblehead got a damp dose of vapors on their annual Down East cruise. The 25 craft with 160 yachtsmen aboard were fog-bound at Portland for a couple of days on their way down and a couple more on their return trip. In charge of the cruise were Comm. Thayer Quimby of Corinthian and Comm. Charles E. Burt of the Boston Y.C.

► Camden Shipbuilding Co. is at work on a high-speed 71′ sport fisherman and cruiser for the Marine Development Co. of Providence, R.I. Designed by Geerd Hendel of Camden, the hull was tank-tested at Stevens Institute of Technology in Hoboken, N.J. On the basis of her tests, the hull will have a top speed of 18 knots. She'll be driven by four diesels, close-coupled two on each screw. An unusual feature to reduce weight is the deck, which is to be half-inch fir plywood with a quarter-inch teak veneer on top. The boat will accommodate a party of four and a crew of three. . . . McFarland Brothers yard in South Bristol is completing a 32′ sport fisherman, the *Missy II*, for Allyn Evans of Christmas Cove. . . . Mace Eaton's shop at Castine has launched the 26′ cruiser *Intermezzo* for James Jacobs of Orrington and Bucksport, Maine. . . . Gosta Skoog of Vinalhaven is building a 37′ cruiser for John C. Enk of Belfast, Me. . . . Snow Marine Basin of Rockland has delivered a 27′ sloop, the *Coeur D'Alene*, to Dr. Paul W. Dale of Stamford, Conn., designed by Chum Crockett of Camden. . . . Murray Hopkins of Vinalhaven is building a cedar-strip 32′ cruiser for H. Martyn Baker of Orient, N.Y.

CONTROL POINTS

By M. L. Hersey

► The Martin Memorial Trophy offered by Greenwich Squadron for predicted log contests was awarded to Edward J. Dennis and *Madeline III* for the lowest score of 1.84% difference between actual and predicted times. Dennis was 293 seconds off in a four and a quarter hour run over the 45-mile course. Second was Myron B. Wolf in *Sea Wolf II* with 1.96% and third Vincent C. Hall in *Deuteron* with 1.99. Race chairman Lloyd Miller reports that 27 skippers entered this event, which was hit by a blinding 15 minute rain squall during the fourth leg.

► Under ideal weather conditions Rudolph Cubicciotti in *Junebug* won the Westchester Squadron predicted log con-

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test. Cubicciotti also won the Stamford Y.C. Doolittle Trophy on the preceding weekend, making him the first E.C.A. skipper to win two firsts in succession. The winning score for the Pilot's Trophy was 0.92%. Second was Myron B. Wolf in *Sea Wolf II* with 1.16%. Wolf was also second in the Greenwich event. Third prize was awarded to James A. Stuart in *Reinita* with 1.19%. Race Chairman Harry Spangler reported this year's 35 entries the largest in the seven-year history of this event. So far this year, the Westchester contest has been exceeded in size only by the over 100 entries in the International affair in Puget Sound and the Huckins race of 48 entries on Long Island Sound.

► What makes a team? On the East Coast, interest in team trophies has reached a point where all clubs and squadrons participating in the E.C.A. navigation contests offer prizes for team performance. Unfortunately wide differences between race committee rules have led to extremes which should be reviewed and modified before confidence and interest disappears. The original purpose of team competition was to encourage wider participation by clubs and squadron *as units*.

In the early days of team competition three members were required per team, and many skippers were disappointed because they could not find enough fellow club members to create a team. To solve this problem, teams of two were allowed and each club was permitted as many teams as it could organize. As a result, some organizations have had three and four team entries, generally the E.C.A. and the home club. This plan has vitiated the original objective of encouraging squadron and club participation as units. To what extent teams have contributed to the important increase in total participation is difficult to say. One fact seems obvious, however, if teams of two are easy to organize then less effort will be put into getting additional entries from the various clubs.

Also there seems to be some dissatisfaction with the possibility that skippers of proven skill may team up in pairs for the season, thus reducing the opportunities for the less experienced to win prizes and plaques. Some critics have said that E.C.A. is not a club and should not be represented by teams. Others defend E.C.A. teams as the only place for skippers who find it impossible to organize teams of their own.

Chairman Intemann of Stamford Y.C's committee offered one solution when, in his recent event, he ruled that any organization could select *one* team of three or *more* skippers with the condition that only the three skippers with the best scores would be counted. Perhaps it is too soon to try to put in final form the most effective rules for giving teams their proper place in the sport. Nevertheless, it is not too soon to start thinking out the conditions which will make the sport more attractive to clubs and squadrons.

SPEEDBOATING WEST

By Bob Ruskauff

► A probable 250 or more racing outboard drivers will descend on Long Beach, Cal. for the 1956 National Championships of the American Power Boat Assn. Sept. 21-24. This is the first time since 1931 (Oakland) that the West has had the privilege, so Long Beach Junior Chamber of Commerce (the sponsors), and Los Angeles Speedboat Assn., conductors, are going all out. Racing occupies four days, including ½-mile sanctioned trials for records, using the Crocker electronic timing system for the first time at the distance. Visitors will begin signing in Sept. 17 at the Lafayette Hotel headquarters and conducted sight-seeing tours will fill the next four days. Sept. 21 is reserved for all-day tryouts; 22nd for eliminations and championship events; 23rd for National Championship events; 24th for half-mile time trials.

► Two more westerners earned 1956 National Championships in the inboard fleets on July 15, in the annual regatta on Lake Yosemite, near Merced, Calif. Ernie Rose of Patterson drove *Li'l Bee* to regain the B-Racing runabout title. Jack Colcock, Seattle, put *Rackett II* into the 48-cu. in. hydroplane championship, for the first time in four years moving the 48 title out of California. Among other Lake Yosemite winners were: 266s, *Cherokee*, Harold Coehlo; Es, *Bouncy Barby*, Ed Brown; 225s, *Yo Yo*, Kenny Sprow; 135s, *Skippy*, Johnny Corea; Cracker Box, *No Go*, Paul Pierce.

► The greatest fleet of boats in any division to race on the Long Beach Marine Stadium course in 24 years, an even 150 stock outboards, took part in the Southwest regatta, conducted July 29 by the Valley and United Speedboat Associations. There was some excellent racing in which Bob Parish, Bakersfield was top winner, with B hydro and runabout victories, over 29 and 27 contenders, respectively. Bob was also second to Ellis Terrill, Ontario, in the 26-boat A hydroplane field. Other winners: Hydroplanes—D, Howard Thompson; C, Jerry Strawn. Runabouts—A, Ronnie Hill; D, Dave Hart; C. Ronnie Rima; 36-cu. in., Keith Mason.

► Two lusty boat events were held July 21 at San Diego, during its Fiesta del Pacifico celebration. One was a 30-mile stock outboard marathon on a three-mile Glorieta Bay course at Coronado. First of 54 entries to finish on elapsed time basis was movie cowboy Roy Rogers in *Miss Yellowjacket*. Ray Camp and Drew Allen were second and third. On handicap, class winners were: A, Skip Fuson; B, Van Satch; D, George Bruscia; E, Marvin Tweed; El, John Young, Jr.; F, Jack Carpenter; G, Bruce Van Horn; H, Ralph Brehl; V, Rogers. . . . The second feature saw a good inboard field compete on the new Mission Bay Marine Stadium course. Winners here were: Hydroplanes—266, *Roughneck*, Bob Willis (best time, 70.203 m.p.h.); 48, *Lou Kay*, Louis Meyer Jr., (56.711); 135, *Cumon Baby*, Jack Salmon, (64.011); 136, *My Sin*, Lloyd DeLozier, (53.667); 225, *Flyin' Saucer*, Rich Hallett, (66.914); Pacific One Design, *Ole Pudge*, Elmer Cravener, (48.833). Runabouts—Crackerbox, *Crazzy*, Howard Smith, (55.590); E Racing, *Honey Bee Too*, Ed Fletchall, (56.426); B Racing, *Li'l Bee*, Ernie Rose, (56.675).

THE FAYS WIN TEXAS 5.5 SERIES

► In a seven-race series with an improbable outcome, two Texas brothers sailed their locally-built 5.5-Meter yachts to a first-place tie as they warmed up on Galveston Bay before the Olympic trials. Ernest B. Fay, sailing *Sabre*, and Albert B. Fay, in *Flame*, each won three, placed second once and came in third twice.

The Fays, of Texas Corinthian Y.C., handily nipped the challenge of two other competitors, H. F. Whiton in *Pathfinder* and Bob Mosbacher in *Carina*. However, all were shaking down during the series. New tune-ups preceded and followed each contest. The yachts met fresh to strong south and southeast winds on the shoal bay and sailed a limited Olympic course. Choosing the best six performances of the seven races sailed, the Fays came up with .782 averages each.

The sail-offs took place July 5-19, with *Flame* taking the first three races and *Sabre* the last three. *Pathfinder* found the finish line first in the fourth race, and lost by a second to *Sabre* in the fifth. *Carina* placed second twice but suffered

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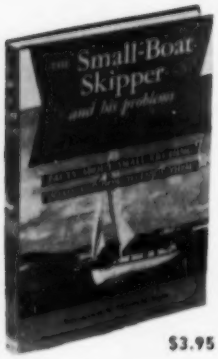

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By Eugene V. Connett, 3rd

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a split jib in the fifth race and dropped out of the series after the sixth race.

► The state sailing crown Ernest B. Fay won in 1952 and 1954 went to him once again in the 1956 Texas Yachting Assn. championships July 27-29. The Texas Corinthian Y.C. skipper topped a field of six in the annual series, sailed this time in Corinthian Class sloops at the Houston Y.C. on Galveston Bay.

The modest turnout from among 11 T.Y.A. member clubs failed to dull the competition. It was only after the final race that Fay clearly emerged atop the field. After three races, he trailed by two points. After four, he led the fleet by only a quarter-point. Favored to win the five-race series, Fay won three and placed second and last in two other races. Gaylord Smith of the host club briefly held first place midway in the championships and wound up second with a first and four third places. He was 1955 T.Y.A. junior champion and Sears Cup finalist.

► Texas Corinthian's Ed Longcope won the T.Y.A. junior division series among four entries sailing in Corinthians at nearby Texas Corinthian. He swept through the first three races and placed second to Richard Counts of Seabrook S.C. in the fourth and final round. Counts was second in the series. . . . At Fort Worth, Mrs. Hal Lattimore of the Fort Worth B.C. won three of four women's division races and repeated her winning of last year's series. The Fort Worth club provided Falcon Class sloops for the Lake Worth races. Mrs. Jackie Vickers of Seabrook took second place. JULIAN P. FISHER

WILLIAMS IS FLATTIE CHAMP

► John L. Williams, Portland (Ore.) Y.C. Flattie skipper and chairman of the world Flattie championship regatta held at his club on the Columbia River Aug. 4-10, won his own regatta over 17 other skippers from Oregon, California, and Washington.

Williams garnered 75¾ points with a first, three thirds and a tenth place, to beat out Austin Peebles, Los Angeles, four-time former champ, with 69¾. Third place went to Albert Gabbs, San Diego, 68; fourth to Morse Johnson, Seattle, 63; fifth to Jack Elliott, Portland, 61¾.

Elliott, Portland teacher, was the hard-luck boy of the series, sweeping the first three races easily in heavy winds. But in the last two races in very light winds Elliott fouled out in the fourth race and took a 12th in the final.

The races were sailed on the Columbia River, where a steady current of 1½ knots puzzled the visiting skippers considerably during the early part of the series. Prevailing northwest winds permit summer sailing, but when the wind turns to the east, as it did in the final race, all hands found the going difficult upstream.

The B series was won by Hugh Van Allen, Portland, beating the girl team, Donna Schafer and Joan Leffingwell, also Portland, by a quarter-point. Rica Hussa Wolken, Portland, sailing Williams' *Cariad*, with Williams as her crew, won the women's race with Carol McPherson, Portland, second. LAWRENCE BARBER

"PENJOBO" COLD WATER WINNER

► Cold water sailing got a boost in early July with the introduction of an annual regatta by the Apostle Island Y.C., on Lake Superior at Bayfield, Wis. Six entries ranging from 20′ to 41′ competed on a handicap basis, with non-class boats rated under the One-Of-A-Kind Rule. They sailed a six-mile triangle and Bob Pilney's D. Scow *Penjobo* showed the way both days to take the Peet trophy for open classes home to Minneapolis. WILLIAM PEET

WITH THE RACING CLASSES

One-Ten Class secretary Malcolm MacNaught, of Hingham, Mass., is also One-Ten Atlantic Coast champion, having sailed *Black Cow II* to that title off Larchmont, N.Y. Aug. 4-5. George Brazil of Larchmont, in *Sabre*, was a close-up second with 11 points to MacNaught's 10¾ (low-point scoring) and Peter Beamish's *Ditto* third with 16. First, third and seventh places among 49 contenders did the trick for MacNaught. . . . The series was this year's last sail for Miss Eddie Brazil, sister and crew of the runner-up skipper, who suffered a broken leg in an auto accident returning home after the races. . . . Another Larchmont skipper, Pat O'Neal, took the District Championship in a series at Ocean City, N.J., July 28-29.

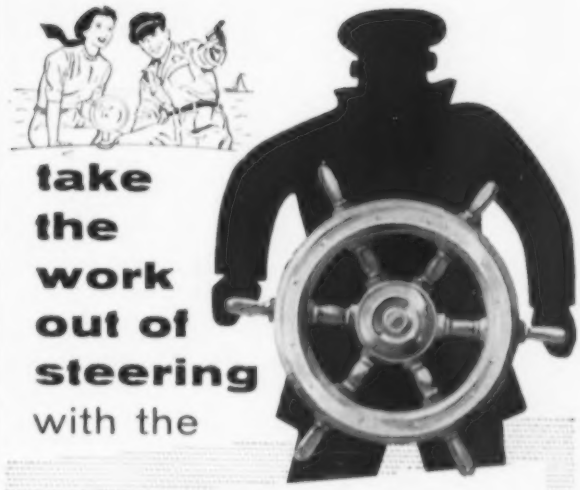
Lightning championships of the State of New Hampshire and of Lake Winnipesaukee went to Henry Ashley, of Marblehead, Mass., in a combined series held at the Winnipesaukee Y.C. July 14-15, which drew 29 entries from seven states. Ashley finished the three races with 79 points to 77¾ for Leonard Pratt of Spofford, N.H., 76 for Sam Stowell of Rutland, Vt., 75¾ for Gardner Brown of Lewiston, Me., and 68 for Arthur Ries of Marblehead. This lake has become a center of Lightning activity in recent years. . . . Dick O'Donnell of Little Egg Harbor, N.J., took the Lightning Atlantic Coast championship in a series at Bay Head, N.J., Aug. 4-5. He scored 67 points to 66 for Charlie Dore, also of Little Egg, with Bob Adams of Bay Head third with 56.

Thistle Atlantic Coast champion is Dennis Posey, of Larchmont, N.Y., who took the title series off West River, near Galesville, Md., July 21-22, against 17 rivals. He finished just one point up on two Columbus, Ohio, sailors, David Minton and W. E. Nexon, the tie for runner-up being broken in Minton's favor by relative positions in two races. Richard Thomas, Potomac River S.A., took the Central Atlantic district title in the same event.

Snipe national champion Harry S. Allen, of Westport, Conn., added to his list of laurels the Quassapaug Y.C. regatta over the July 14 weekend at Middlebury, Conn., Dave Rogers of Quassapaug was runner-up and Julie Kroeger, of Rochester, N.Y., third among 38 Snipes in the series.

Snipe Junior U.S. National champion is Jerry Thompson who, with John Weber as crew, took two firsts and a second in the junior event which accompanied the Snipe senior nationals at their home port of Alamitos Bay, Cal. George Walder took second place and Woody Norwood, of Atlanta, Ga., third among 16 contenders.

Star doings on the East Coast include victory by Stan Ogilvy's *Flame* in the Jersey Coast Challenge Cup series at Seaside Park, July 28-29, among 19 boats from nine fleets; and E. Chester Peet, also from Larchmont, went to Bayshore, L.I., the same weekend and won the Green Star (Novice) title. Peet scored an impossible four first places in three races—one of them was resailed. . . . Lake Hopatcong's Star invitation regatta July 14-15 was enlivened by a squall that raised hob with the fleet's gear; the winner was Bob Sexauer's *Robin*, with Lippincott's *Egret* runner-up.



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Dick Sykes, of Manhasset, with three straight wins, won the Western Long Island Sound Lightning fleet championship. The other three qualifiers from this fleet for the Internationals are Andy Connell, Terry Clark and Bizzy Monte-Sano.

19TH QUINCY BAY RACE WEEK

► Quincy Bay Race Week on Boston Harbor July 7-11 was highly successful despite high winds which canceled all save the 210 racing in the Quincy Y.C. regatta July 10. The week was filled with good competition, excellent performances, and better-than-average turnouts. On opening day, with 182 boats, the Wollaston Y.C. dedicated its new clubhouse. The Squantum Y.C., on July 8, started the largest fleet to sail on Boston Harbor in postwar history—205 boats. Subsequent weekday fleets were smaller, but the five-day total was 614 starters.

The only skipper to come through undefeated was 11-year-old Susan Forristall with *Sujac* of the Snowbirds from Cottage Park, but Lyman "Trad" Griffin with *Hardalee* of the 210s won four out of five. Three wins in four contests were hung up by Joseph Carven with *Arawak* and James Bonney with *Beta II* in the two divisions of the Hustlers, Kent Johnson's *Blue Belle* of the Highlanders, and David Stoddard's *Stormy* of the Comets. Carven's *Arawak*, with three firsts and one second, was awarded the Howard Gannett Memorial Trophy for outstanding performance in an active class during the week.

Other excellent performances were turned in by Ted Borden's *Hi Lite*, which won two races while topping the Thistle Class; Malcolm MacNaught's *Black Cow II*, which, although not winning until the final day, had five points to spare over a score of 110s; Jack O'Brien's *Pillier de Bar*, which outscored the Fireflies by seven points; and the victors in two divisions of Turnabouts, Steve Hurley and Kevin Kiley's *First Cuz*, which edged the Foye Brothers' *Foyboy* by 1½ points in one, and Nancy and George McAleney's *Merrimac* with four points to spare on Tom Colman, Jr.'s *Barracuda* in the other.

Winners in other classes were: Stars, *Star of the Sea;* Indians, *Tecumseh;* Adams Class, *Aries;* Lightnings, *Choppy Seas;* Radios, *Kido;* Snipes, *Alpha* and *High Satiety*, tied; Lawley 15s, *Rock 'n' Roll;* National O-Ds, *Act*.

LEONARD M. FOWLE

MIDGET OCEAN RACING CLUB

► The Midget Ocean Racing Club staged day races in mid-July from Huntington to Milford, Conn., and Milford to Noroton, in both of which Dick Carlson's new Cutlass Class sloop *Medea* won by wide margins, with Platt Monfort's Spartan Class *Burnham Belle* second both times. Wally Whyman's Holiday *Laird* and Steve Peale's Mariner *Pandora* divided the third places.

Following this event, the M.O.R.C. had its first overnight race of the season over the July 24 weekend; 55.5 miles from Rye, N.Y., to Stratford Shoal and back to Matinicock Pt., L.I., and again *Medea* was the winner beating the second boat, *Burnham Belle*, by over four hours corrected time.

This young club of sailors interested in able open-water racing craft under 24'6" o.a. is anxious to hear from prospective members with similar interests. The secretary is Miss Mary Lockwood, 79 Madison Ave., New York, N.Y.

Y-FLYER TITLE MEET

► Bill Berry, an Atlantan who learned his sailing in the Norfolk area, won the Youngquist Trophy and the International Y-Flyer class championship at the Atlanta Y.C's Lake Allatoona, Aug. 1-9. A former national champion, Berry had placed fifth in the nationals, while another Atlantan, Brittain Pendergrast, captured the U.S. title.

Atlanta's skippers, in the majority of course, blanketed the silver in all events. Will Sanders won his third and last national Y junior championship, and crewed for veteran E. O. (Smitty) Smithfield in the nationals and the internationals in both of which they placed fourth.

Winner of the President's cup, offered to the high-point man in the last three races of the National Y championship series of five, was Atlanta's Bobby Gaston, who also won the last race in the Youngquist series.

Racing against the Atlantans were boats from Indianapolis, Cleveland's Chippewa Y.C., Charleston, Macon, Savannah, Louisville, Ky., Shreveport, La., and, in the international series, from four Canadian clubs. The winds were brisk for the junior skippers' three races, which Will Sanders won with three first place finishes. In the Nationals, two of the five races had good winds. While the other three were not strictly drifters, it took sensitive sailing all the way in the two five-race big events. Pendergrast won three of the national races and Gaston won the other two.

The internationals were a disappointment. Canada's Archie Cameron from the Royal St. Claire Y.C. in Montreal led the first day, and Berry took over the lead the second day. He won the fourth and was second to Gaston in the fifth race. Second in the internationals was Cameron, with defending Youngquist titlist Harry (Tanker) Jones of Montreal third. Behind Smithfield in fifth in the Youngquist was R. P. (Bob) Watson of Shreveport.

The race committee, headed by Frank Skip Allcorn and the regatta committee, headed up by Mr. and Mrs. A. R. Boyd were applauded for their work by the last meeting of the attending skippers. National president of the Y-Flyers, Don Dutton, was official host.

BILL ALLEN

"KATINGO" CRUISE WINNER

► John T. Vatis's 43′ yawl *Katingo*, a new Tripp-designed centerboarder, was the outstanding boat on the American Y.C's invitation cruise which started from Rye, N.Y., Aug. 4 and proceeded via Port Jefferson, Duck Island, Fisher's Island, Block Island and Montauk to finish at the Mystic (Conn.) Seaport Aug. 9.

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In the special rule cruising boat group, Div. III and IV, the winner was *Darji*, John F. Lambden, with 18 points to 17 for *Lady Lovat*, Thomas Fraser. In Div. V, for racing class boats, Commodore James Mertz's 210 *Allegra* took the Wainwright Cup, with 22 points against 19 for Scott Reeves's International Class sloop *Spellbound*.

MATINICUS ROCK RACE

► Winner of the Bar Harbor (Me.) Y.C's 140-mile Matinicus Rock Race was the 30-foot sloop *Gleam* owned by Wright and Mason Britton of Wellesley, Mass. and West Southport, Maine. *Gleam* crossed the line just one minute ahead of Robert Ayer's *Sea Dust*, with an elapsed time of 45 hours over the course from Egg Rock, off Bar Harbor, around Matinicus Rock, Mt. Desert Rock and home.

Light air slowed the fleet on its way to Matinicus Rock, which *Sea Dust* and *Elaine II*, Dr. Clarke, rounded in a dead heat Sunday afternoon, Aug. 5, with *Gleam* a short way astern. *Elaine II* pulled ahead and *Gleam* moved up to pass *Sea Dust* before they rounded Mt. Desert Rock at 9 p.m. Sunday. Fog shut in during Sunday evening and the air was practically non-existent. *Gleam* and *Sea Dust* remained in company and a light favoring breeze put them across the fog-blanketed finish line some 50 minutes ahead of *Elaine II*.

JERRY MCCARTY

"TIOGA" DOMINATES NEW YORK Y.C. CRUISE

(*Continued from page* 47)

The Una and Corsair Cups were raced for the same dusty day over courses shorter by ten miles. The racing was good and form stood up well, particularly in the Una Cup race where the top three boats, within a minute on corrected time, were *Tioga*, *Storm* and *Circe*. The Corsair Cup, for yachts of less than 30 feet rating, went to Coulson's *Finn MacCumhaill*, with another Owens 40, Kelley's *Departure II*, runner-up and Hunt's *Harrier* third.

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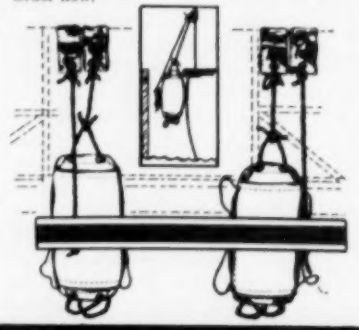

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KING REGAINS SNIPE TITLE

► Clark King, 1950 Snipe U.S. national champion, regained that title Aug. 6-10 at Long Beach, Cal. Representing the Los Angeles Harbor fleet, King wound up 521 points ahead of Jerry Thompson, recently-crowned national Junior champion, of Alamitos Bay. Third was Bill Sweningsen, also of Alamitos. Tom Frost of Newport-Balboa, 1953 and 1954 champ, finished fourth this time with Harry Allen of Quassapaug, Conn., 1955 titlist, fifth.

In the Crosby Trophy elimination series, in light, shifty winds, Harry Allen won with Thompson 365 points behind. Frost was ninth and King 16th, with only the top 17 qualifying.

In the first two races of the Nationals under slightly better conditions, Frost with a fifth and a second led for the day with Thompson again second; Allen and King fourth and fifth. The breeze freshened next day and *Ghoul* carried King to the top of the standings with two decisive first places. Thompson held his second place as Frost dropped to third. In the final race King finished third, two places ahead of Thompson, and Sweningsen slipped ahead of Frost. The scores of the 10 leaders:

(1) Clark King, 7238; (2) Jerry Thompson, 6717; (3) Bill Sweningsen, 6670; (4) Tom Frost, 6658; (5) Harry Allen, 5764; (6) John Jenks, 5627; (7) George Walker, 5586; (8) Terry Whittemore, 5576; (9) Chuck Kober, 5546; (10) Don Trask, 5395.

DICK LEWIS

MARVIN GOES TO OLYMPICS

► John Marvin, of Marblehead, will represent the U.S.A. in the Olympic monotype competition as the result of an amazingly close sail-off of the trial series. Sailing Finn monotype boats at the Royal St. Lawrence Y.C., near Montreal, Canada, Aug. 17-20, Marvin finished the eight-race series tied with George O'Day, also of Marblehead, with 22½ points each. Each had beaten the other four times, and each had won two races, so the tie was finally broken by the fact that Marvin had four second places to O'Day's two. Tom Hazelhurst of Brown U. earned 19½ points and John Allen of Buffalo 17½. The original trials, in Fireflies at Marion, Mass., had ended in a deadlock.

PERRY WINS ATLANTIC TITLE

► Hoyt C. Perry, Jr., won the 28th annual national championship of the Atlantic Class off his home Pequot Y.C. at Southport, Conn., Aug. 16-18. With a win and two fifth places among 27 aspirants, in light, fluky weather, the consistent Perry's *Carolina* wound up with 76 points to 69 for Hazard Gillespie, Jr's *Squall* and 68 each for *Merrily*, Cecil Merryfield, and *Whitecap*, Fred J. Huttrer.

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BOOKS FOR YACHTSMEN

THE CAPE HORN BREED, *by Capt. William H. S. Jones* (Criterion Books, $5). Not many more books of reminiscence will be written by men who went to sea in the old Cape Horn square-riggers, and probably none as good as this, which is one of the best we've ever read. Captain Smith served his four-year apprenticeship half a century ago in the ship *British Isles*, Captain James P. Barker, and a hard apprenticeship it was in those days when steamship competition was starving the windjammer fleet to death. The author says his purpose is to disabuse his readers of any illusions that the life was a romantic one. He makes his point, all right, but in making it he also lets the cat out of the bag—romance shines out of every page of it. It was a rough, perilous, sometimes starvation and man-killing life, but you can read between the lines that Captain Jones wouldn't have missed a day of it—and if you have salt water in your blood you'll wish you'd been there, too. This book is bound to be one of the sea classics, and no sailor—active or armchair—ought to miss it. You'll know, when you've finished it, why the Cape Horners were a breed apart.

Captain Jones's first voyage around the Horn, in 1905 was a man-killing, ship-wrecking one—they were two bitter months "turning the corner" from 50 South to 50 South, and made their Chilean port with crippled gear, empty berths in the forecastle, and few men still able to work ship. And lest the reader suspect that the author has exaggerated, or combined the catastrophes of a lifetime into one voyage: 20-odd years ago this reviewer sat across a table from Captain James P. Barker and heard the same story of that same voyage of the *British Isles* from that master mariner and master story teller (then skipper of the *Tusitala*, last of the American flag square-riggers). Captain Barker's yarn makes his one-time, apprentice's version sound, if anything, a bit on the conservative side. W.H.T.

THE SEARCH FOR CAPTAIN SLOCUM, *a Biography, by Walter Magnes Teller* (Scribners $3.95). Among all the published accounts of lone voyages, that of Captain Joshua Slocum and the sloop *Spray* is probably the most widely read. His simple narrative has become a modern classic that is enjoyed even by those for whom the sea does not have a special appeal. Yet for all this popularity little is generally known of the man himself—of his background, his early career, and of those later years when fame and fortune seemed forever to have eluded him. "The Search for Captain Slocum" traces these developments, and sheds light on the character of this man whose life was dominated by a stern and passionate devotion to the sea and sailing ships. It is an absorbing story, both for its portrait of Slocum as a man and for its portrayal of the vicissitudes of a seafaring family.

Joshua Slocum was a man who followed the sea nearly all of his life. At fourteen he ran away from home and shipped as a cook on a fishing schooner. At sixteen he was a foremast hand bound for Dublin, Liverpool, and China. Thereafter, the sea was his home and for 30 years he pursued a career of shipbuilder, master, and owner, trading in the ports of both hemispheres, wherever he could find a cargo. On most of these voyages he was accompanied by his wife and children. Mutiny and shipwreck brought a dramatic change in this existence and, at forty-eight, he was "on the beach" when he acquired *Spray*. His life, from that day on, centered about this little vessel; and in her, so far as is known, he died.

The author has done a painstaking job of research. Much of the material has been supplied by the Captain's widow and his sons, and source material taken from letters and newspapers is documented in notes. A number of photographs of the captain, his family, and his ships provide added interest. H.S.G.

A BEGINNER'S GUIDE TO THE SEA, *by Frank Knight, Extra Master Mariner* (St. Martins Press, $2.75). The best way to learn to sail a boat is to do it—but there must be guide-posts along the way and one of the best of these seen in a long time is the handbook *A Beginner's Guide to the Sea*. In most readable language and a well-indexed little volume the author has set down those thousand and one things that the novice should become aware of and that the oldster could profit from re-reading. It is complete and comprehensive from nautical terminology to celestial navigation. For fun we asked a group of yachtsmen to think up some questions relating to the rules of the road, anchoring, signal flags, tactics, charts and compass, parts of a ship, nautical terms, etc.; to every one we were able to find the answer in this handy volume. Written in such easily understandable, concise but clear terminology, this book is recommended for every aspiring skipper, for yacht club libraries and, because of its compact size, for cabin shelves. H.M.M.

The topsail schooner "Porpoise" was reconstructed by the Redondo Beach, Cal., Explorers Troop of the Boy Scouts, before her launching early this summer at Cabrillo Beach near San Pedro. Formerly a Navy buoy tender, "Porpoise" is a replica of the Revenue Cutter "Joe Lane," built in Portsmouth, Va., in 1850 and later transferred to the Pacific. The project was sponsored by the Win'ard Y.C., of Redondo Beach

Neblett

OUTBOARD MARINE ADOPTS A NEW NAME

► Outboard Marine & Manufacturing Co., Waukegan, Ill., the corporation of which Evinrude, Johnson, and Buccaneer outboard motors are component units, has changed its name to Outboard Marine Corporation, according to a recent announcement by S. F. Briggs, board chairman.

The change was made for the purpose of simplification and to conform to general usage. At the same time the Canadian component of the corporation shortened its name to Outboard Marine Corporation of Canada.

FIRE DESTROYS NOVA SCOTIA PLANT

► Early in July, the plant of Industrial Shipping Co., Ltd., at Mahone Bay, Nova Scotia, was destroyed by fire. Although much equipment and many unfinished hulls were lost, some of the autoclaves were saved. These will be installed in a reconstructed plant, and A. R. Roy, company president, states that production of 1957 models of molded hulls will soon be under way.

A BOAT "TRADE" SHOW IN OCTOBER

► A trade show planned specifically for the boat and marine industry—but open to the public on the last two days—will be held October 24-28 in the Minneapolis Auditorium, Minneapolis, Minn. The show will be produced by General Shows, Inc., and Minneapolis was chosen as the site because of its central location close to many boating areas.

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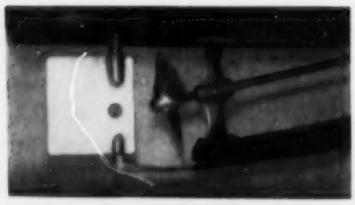

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A CRUISER-FISHERMAN BY LEEK

► Among the late models of Pacemaker cruisers turned out by C. P. Leek & Sons, Inc., of Lower Bank, N.J., is the 33' Twin Pacemaker. Built to Leek's specifications, she accommodates four and was especially designed and equipped for off-shore fishing and cruising. Twin V-8 215 hp. Interceptors with 1.5 to 1 reduction give a top speed of 28 knots. Monel tanks for 180 gals. of fuel provide for 17 hours of cruising.

SOUTHERN WATERWAY GUIDE READY

► The 1957 Southern Edition of the Inland Waterway Guide is now ready for distribution. It describes boating facilities along the Intracoastal Waterway and adjoining waters south of Norfolk, Va., including the west coast of Florida. Copies may be obtained, at $1.50 each, from: Inland Waterway Guide, Inc., 25 W. Broward Blvd., Fort Lauderdale, Fla.

A NEW FILM FOR FISHERMEN

► A 27-minute documentary film in color, dealing with commercial fishing with outboard-powered craft in various parts of the U.S., has been produced by the Fish and Wildlife Service of the U.S. Department of the Interior. Titled "Outboard Fishermen, USA," it is available on a loan basis from film libraries, or from the Fish and Wildlife Service, Washington 25, D. C.

TRUXELL NEW DETROIT DIESEL HEAD

► Clyde W. Truxell has been appointed general manager of the Detroit Diesel Engine Division of General Motors, to succeed S. E. Knudsen. Mr. Truxell has been associated with General Motors in research and administrative posts since 1932, when he joined the staff that developed the GM two-cycle diesel engine.

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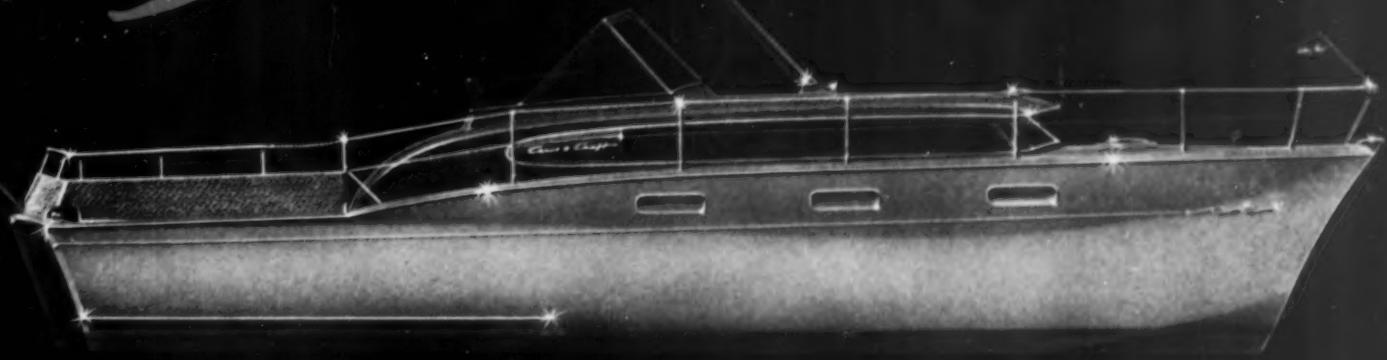

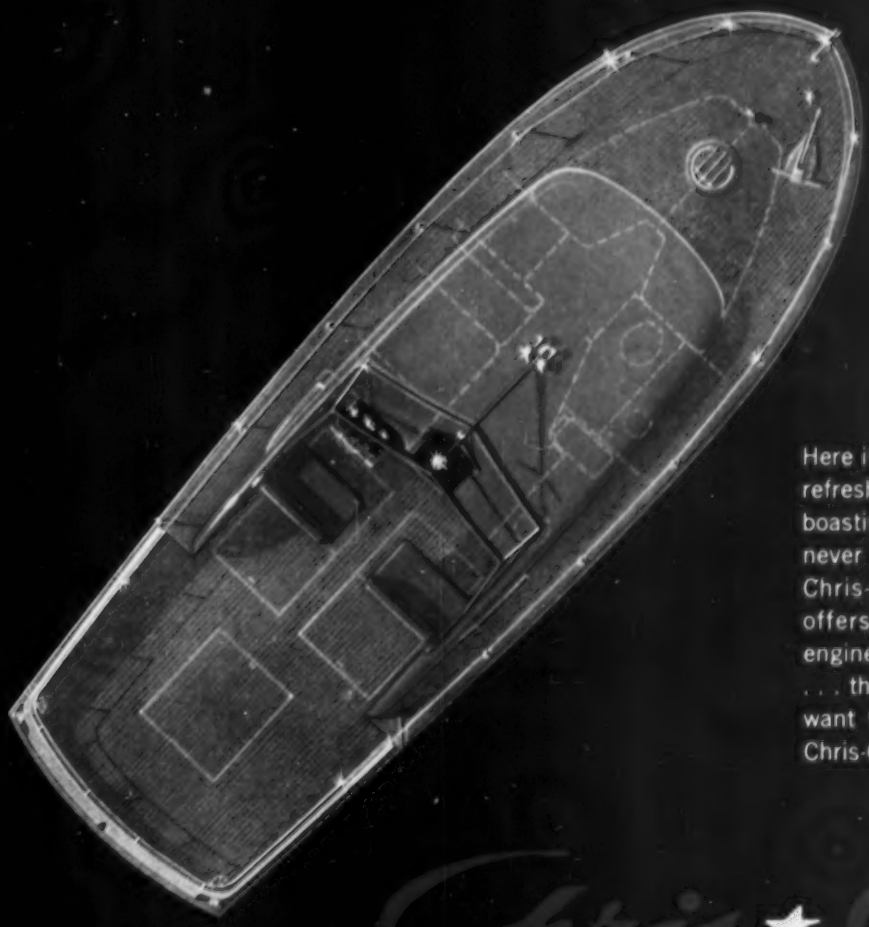

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